2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

87

Southampton County
City of Franklin
Town of Boykins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					South	nampton	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				P			11 0		1							
35)	1.40	2000	G	81% To:	2%	4%	1% Boykins	12%	0%	F	0.090	F	0.581	1900	G	2002
Town of Bovkins																
35	1.24	2000	N	81%	2%	4%	Boykins 1%	12%	0%	N	0.090	N	0.581	1900	N	2002
35)	0.49	1600	G	From: 81%	2%	4%	1% Boykins	12%	0%	F	0.096	F	0.575	1600	G	2002
Southampton County						NCI	DOYKIIIS									
(35)	4.93	1600	N	From: 81%	2%	NCI 4%	Boykins 1%	12%	0%	N	0.096	N	0.575	1600	N	2002
\subseteq	5.15	1600	G	From: 81%	2%	4%	37-693 1%	12%	0%	F	0.092	F	0.524	1600	G	2002
35	5.15	1000		To:	270		est of Cour			'	0.032	į.	0.324	1000	0	2002
35 58 Bus	2.03	3800	G	92% To:	1%	3%	1%	4%	0%	F	0.108	F	0.526	3700	G	2002
Town of Courtland				10.		CL	Courtland									
Bus (58)	0.14	3800	N	From: 92%	1%	CL 9	Courtland 1%	4%	0%	N	0.108	N	0.526	3700	N	2002
(35)	0.59	6500	G	From: 81%	1%	BU 2%	S US 58 2%	14%	0%	F	0.094	F	0.653	6400	G	2002
				To		NCL	Courtland									
Southampton County				From:		NCI	Courtland		I							
35	0.10	6500	N	81%	1%	2%	2%	14%	0%	Ν	0.094	N	0.653	6400	N	2002
35)	6.18	2700	G	From: 81%	1%	87-616 No 2%	rth of Cou 2%	rtland 14%	0%	F	0.089	F	0.516	2700	G	2002
	2.04	2400		From:	40/		orth of Sel		00/		0.070		0.540	2400		2002
35	3.94	2100	G	81% To:	1%	2% Sussex	2% County Li	14% ne	0%	F	0.076	F	0.513	2100	G	2002
				From:		Greensvil	le County	Line								
58 Southampton Pkwy	5.44	12000	G	83%	1%	2%	1%	13%	0%	F	0.069	F	0.536	12000	G	2002
Southampton Pkwy	4.72	12000	G	From: 83%	1%	2%	87-615 1%	13%	0%	F	0.067	F	0.511	11000	G	2002
, ,				To: From:			37-659		1							
58 Southampton Pkwy	5.55	12000	G	83% To:	1%	2%	1% L Capron	13%	0%	F	0.065	F	0.533	12000	G	2002
Town of Capron									•							
58	0.14	12000	N	83%	1%	2%	L Capron 1%	13%	0%	N	0.065	N	0.533	12000	N	2002
(58)	0.15	13000	G	From: 83%	1%	2%	53 Capron 1%	13%	0%	F	0.067	F	0.526	12000	G	2002
<u> </u>				To:		EC	L Capron									
Southampton County				From:		EC	L Capron									
58	5.56	13000	N	83%	1%	2% 35 & 58 F	1%	13%	0%	N	0.067	N	0.526	12000	N	2002
58 Southampton Pkwy	3.46	14000	G	83%	1%	2%	1%	13%	0%	F	0.068	F	0.525	13000	G	2002
58	2.34	20000	Α	From: 83%	1%	3us US 58 1 2%	East Of Co 1%	urtland 13%	0%	Α	0.106	Α	0.504	19000	Α	2002
58	0.16	18000	G	From: 83%	1%	Bus US 58 2%	1%	13%	0%	F	0.071	F	0.568	17000	G	2002
				To:	1	US 58 Bus	West of Fr	anklin								

					Souti	nampton	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				-												
	0.70	40000	_	From:		US 58 Bus			00/	_	0.000	_	0.507	40000	0	0000
58 Southampton Pkwy	3.78	16000	G	83%	1%	2%	1%	13%	0%	F	0.069	F	0.527	16000	G	2002
~~				From:			outh of Fran									
[58]	2.98	16000	G	83%	1%	2%	1%	13%	0%	F	0.067	F	0.529	16000	G	2002
~							L Suffolk									
Bus	0.00			From:	00/		JS 58	40/	00/	_	0.440		0.540	0.400		0000
58 Clay Street	2.32	2800	Α	97%	0%	1%	0%	1%	0%	В	0.116	Α	0.543	3100	Α	2002
						WCI	_ Franklin									
City of Franklin Bus				From:		WCI	Franklin		1							
58 Clay Street	1.18	3800	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.58	4000	G	2002
(30)				To:				.,,								
Bus				From:			erdale Rd									
58 Clay Street	0.58	5400	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.558	5700	G	2002
Due				From:		Hom	estead Rd		ŀ							
Bus 58 Clay Street	0.35	4300	G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.624	4600	G	2002
Only Ollicet	0.00	4000	·		070			170		•	0.000	•	0.024	4000	Ü	2002
Bus				From:		I	Lee St									
58 Clay Street	0.16	2300	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.81	2500	G	2002
Combine	ed Traffic:	4700	G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.81	5000	G	
_				To: From:		Ga	rdner St		1							
Bus 58 Clay Street	0.17	1900	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.864	2000	G	2002
(33)			G							F		F				2002
Combine	ed Traffic:	5000	G	96%	1%	2%	0%	1%	0%	Г	0.087	Г	0.656	5300	G	
Bus				From:		Н	ligh St									
58 4th Ave	0.26	3200	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.548	3400	G	2002
<u> </u>				To:			chanic St									
Bus Machania Charact	0.40	4700	_	From:	00/		urth Ave	40/	00/	_	0.000	_	0.504	4000	_	2002
(58) Mechanic Street	0.10	4700	G	97% To:	0%	1%	0%	1%	0%	F	0.093	F	0.524	4900	G	2002
Bus				From:			ond Ave JS 258									
(58)	0.19	13000	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.645	14000	G	2002
				To:		ECL	Franklin									
Southampton County																
Bus				From:			Franklin									
(58)	0.03	13000	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.645	14000	G	2002
~				To:		Isle of Wig	ght County	Line								
City of Franklin				, I					Т							
Bus Loo Stroot	0.46	2400	_	From:	10/		us Clay St	Ω0/	00/	_	0.005	г	0.622	2200	C	2002
Lee Street	0.16	3100	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.632	3300	G	2002
Combine	ed Traffic:	5000	G	96% To:	1%	2%	0% ligh St	1%	0%	F	NA			5300	G	
Bus				From:			e Street									
(58) High Street	0.27	2400	G	95%	1%	3%	1%	0%	0%	С	0.097	F	0.54	2500	G	2002
Combine	ed Traffic:	4700	G	96%	1%	2%	0%	1%	0%	F	NA			5000	G	
				To:		58 Bus	Fourth Av	ve .								
Southampton County																
Bus				From:			st of Court			_		_				
(58)	2.03	3800	G	92%	1%	3%	1%	4%	0%	F	0.108	F	0.526	3700	G	2002
~				To		WCL	Courtland									
Town of Courtland				r			<u> </u>		-							
Bus	0.44	2000	N.	From:	1%		Courtland 1%	4%	0%	N.I	0.400	N.I	0.526	2700	N.I	2002
(58)	0.14	3800	N	92%	1%	3%			U%	N	0.108	N	0.526	3700	N	2002
Bus				From:		SR 35	Courtland									
(58)	1.10	7400	G	92%	1%	3%	1%	4%	0%	F	0.083	F	0.564	7400	G	2002
				To:			Courtland									
		_	_		_									_		

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County Bus				From:		ECL Courtland		i							
(58)	1.18	7400	N	92%	1%	3% 1%	4%	0%	Ν	0.083	Ν	0.564	7400	Ν	2002
				To:		US 58 East of Court	land								
				From:		North Carolina State	Line								
(186)	2.98	1300	G	67 <u>%</u>	1%	4% 3%	25%	0%	F	0.09	F	0.663	1300	G	2002
				To:		WCL Branchville	e								
Town of Branchville				From:		WCI Down-levill		Ī							
196	0.62	1300	N	67%	1%	WCL Branchvill	25%	0%	N	0.09	N	0.663	1300	N	2002
186	0.02		••	To:	.,,	ECL Branchville			•	0.00	•	0.000		• •	
Southampton County															
				From-		ECL Branchville									
(186) Pittman Rd	2.35	2100	G	67%	1%	4% 3%	25%	0%	F	0.084	F	0.544	2100	G	2002
				To:		WCL Boykins									
Town of Bovkins				From:		WCI Dayling		Ī							
186 Pittman Rd	0.26	2800	G	67%	1%	WCL Boykins 4% 3%	25%	0%	F	0.091	F	0.548	2800	G	2002
100/1 1011110	0.20	2000	•	To:	170	SR 35	2070	070	•	0.001	•	0.040	2000	Ü	2002
Southampton County				•				•							
				From:		US 258 Smiths Ferr									
(189) South Quay Rd	2.20	2900	G	78%	1%	3% 1%	17%	0%	F	0.084	F	0.610	2900	G	2002
				From:		87-714 Pretlow R	d								
(189) South Quay Rd	0.22	3400	G	78%	1%	3% 1%	17%	0%	F	0.086	F	0.554	3300	G	2002
				To:		SCL Suffolk									
~~~				From:		North Carolina State	Line								
258 Smith Ferry Road	5.28	5800	G	92%	1%	1% 1%	6%	0%	F	0.074	F	0.615	5800	G	2002
<u>~</u>				To: From:		SR 189 South Quay	Rd								
258 Smith Ferry Road	3.43	3700	G	92%	1%	1% 1%	6%	0%	F	0.088	F	0.549	3600	G	2002
$\stackrel{\smile}{\smile}$				To: From:		87-684 Dogwood Ber	nd Rd								
258 Smith Ferry Road	0.41	4500	G	92%	1%	1% 1%	6%	0%	F	0.084	F	0.585	4500	G	2002
<u> </u>				To:		SCL Franklin									
City of Franklin				-											
Cauth Chart	0.00	5200	_	From:	40/	SCL Franklin	20/	00/	_	0.000	_	0.504	FC00	0	2002
258 South Street	0.28	5300	G	95%	1%	2% 0%	2%	0%	С	0.089	F	0.501	5600	G	2002
~~~				From:		College Drive									
258 South Street	0.25	11000	G	95%	1%	2% 0%	2%	0%	F	0.085	F	0.515	12000	G	2002
~~~				From:		Bank Street									
258 South Street	0.35	11000	G	95%	1%	2% 0%	2%	0%	F	0.083	F	0.574	11000	G	2002
<u>~</u>				To: From:		Roosevelt Street									
258 South Street	0.15	12000	G	95%	1%	2% 0%	2%	0%	F	0.074	F	0.565	12000	G	2002
<u> </u>				To: From:		Oak Street									
258 South Street	0.16	12000	G	95%	1%	2% 0%	2%	0%	F	0.077	F	0.641	12000	G	2002
<u> </u>				To		Pretlow Street		1							
258 South Street	0.21	8500	G	95%	1%	2% 0%	2%	0%	F	0.081	F	0.568	8900	G	2002
				To:		High Street									
258 South Street	0.16	4800	G	77%	1%	7% 8%	7%	0%	F	0.079	F	0.553	5100	G	2002
				To:		Main Street								_	
~~~ <u>-</u>				From:		South Street					_			_	
258 Main Street	0.29	2000	G	77% To:	1%	7% 8%	7%	0%	С	0.086	F	0.527	2100	G	2002
				From:		Second Avenue Main Street									
258 Second Avenue	0.12	7100	G	77%	1%	7% 8%	7%	0%	F	0.092	F	0.554	7500	G	2002
				To:		Mechanic Street				- "					
Bus				From:		MECHANIC ST					_			_	
(258) (58)	0.19	13000	G	97%	0%	1% 0%	1%	0%	F	0.091	F	0.645	14000	G	2002
~ ~				To:		ECL FRANKLIN	١								

Fet Read No. Fet No. Fet No. Fet No. N						Journ	iampion iviamien	ance Ai	ca							
Fet Read No. Fet No. Fet No. Fet No. N	Route	Length	AADT	QA	4Tire	Bus				- QC		QK		AAWDT	QW	Year
289 (88) 0.03 13000 6 97% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 15% 05% 05% 15% 05% 05% 15% 05	Southampton County				From:		ECI EDANIVI I	NI	ī							
388) 3.65 460 G 82% 11% 13% 22% 33% 0% F 0.103 F 0.628 460 G 2002 ****Total State Count like	~~~	0.03	13000	G	97%		1% 0%	1%	0%	F	0.091	F	0.645	14000	G	2002
					From:											
Subsect County Line	(308)	3.65	460	G		1%		3%	0%	F	0.103	F	0.628	460	G	2002
3.72 8900 G 79% 1% 3% 2% 16% 0% F 0.79 F 0.549 8900 G 2002								ina								
WCL 100 WCL	460	3.72	8900	G	79%	1%	3% 2%		0%	F	0.079	F	0.549	8900	G	2002
100 100	Town of Ivor															
Second S	460	0.65	8900	N		1%		16%	0%	N	0.079	N	0.549	8900	N	2002
Strict S	~~~															
April September Septembe	460	0.64	9700	G		1%		16%	0%	F	0.078	F	0.571	9700	G	2002
3.59 9700 N 79% 1% 3% 2% 16% 0% N 0.078 N 0.571 9700 N 2002	Southampton County				From:		ECL Ivor									
Subsect County Line NA	460	3.59	9700	N		1%		16%	0%	N	0.078	N	0.571	9700	N	2002
Second S					To:		Isle of Wight Count	y Line								
87-616 EAST NA NA 12/14/2000 87-616 EAST NA NA 12/14/2000 8001 3.60 190 R		2.00	420		From:		Sussex County L	ine			NIA			NIA		12/14/2000
S7-616 EAST NA NA 12/14/2000 S7-615 S7-615 NA NA 12/14/2000 S7-615 S7-615 NA NA 12/14/2000 S7-615 S7-615 NA NA 12/14/2000 S7-615 S7-616 S7-618 S	(600)	3.90	120	ĸ	To:		87-616 WEST				NA			NA		12/14/2000
Size	\bigcirc				From:											
Signature Sign	(600)	5.82	290	R	To:		87_635		1		NA			NA		12/14/2000
Sussex County Line					From:											
Sussex County Line Since County Line Sin	(601)	3.60	190	R	<u> </u>		07 003				NA			NA		12/14/2000
Dead End Dead End NA NA 12/14/2000							Sussex County L	ine								
Disagle Find Disagle Find S7-616 S7-616 S7-616 S7-614 West S7-614 West S7-614 West S7-614 West S7-614 West S7-614 West S7-631 East S7-		0.50	20	В	From:		87-629				NIA			NIA		12/14/2000
Street S	(602)	0.50	30	K	To:		Dead End		1		INA			INA		12/14/2000
S7-641 West S7-641 West S7-641 West S7-631 East S7-631 East S7-635 West					From:											
S7-641 West S7-641 West S7-641 West S7-631 East S7-631 East S7-635 West	(603)	2.50	210	G	85%	1%		3%	0%	F	0.111	F	0.739	210	G	2002
ST-621 ST-633 ST-634 ST-633 ST-634 S																
ST-621 NORTH ST-633 ST-634 ST-6	(603)	2.17	300	G	85%	1%	8% 2%	3%	0%	С	0.121	F	0.588	300	G	2002
1.30	\sim	0.70	050		From:	40/		00/	00/		0.404	_	0.500	050		0000
1.30	(603)	3.70	350	G		1%		3%	0%	F	0.101	F	0.529	350	G	2002
Sinc Strings County Line NA NA 12/14/2000							87-635 East									
Since String St	(603)	1.30	410	G					0%	F	0.096	F	0.622	400	G	2002
004 0.01 130 R To Surry County Line NA NA 12/14/2000 1.57 120 R Sussex County Line NA NA 12/14/2000								Line								
Surry County Line Sursy County Line Sussex County Line NA NA 12/14/2000	604)	0.01	130	R	r roin.		8/-618				NA			NA		12/14/2000
1.57 120 R	(604)	0.0.			To:		Surry County Li	ne								
605					From:		Sussex County L	ine								
605	(605)	1.57	120	R							NA			NA		12/14/2000
605 1.59 130 G 95% 0% 3% 0% 1% 0% F 0.147 F 0.583 130 G 2002 To																
605 3.20 120 G 95% 0% 3% 0% 1% 0% C 0.117 F 0.643 120 G 2002 ST - 616 ST - 616 ST - 614 ST - 616 ST - 616 ST - 614 ST - 616 ST - 614 ST - 616 ST	605)	1.59	130	G		0%			0%	F	0.147	F	0.583	130	G	2002
605 3.20 120 G 95% 0% 3% 0% 1% 0% C 0.117 F 0.643 120 G 2002 String Str. 616 Str. 614 Str. 614 Str. 614 Str. 614 Str. 614 Str. 616 Str. 614 Str. 616 Str.					To:		87-633									
605 2.33 90 G 95% 0% 3% 0% 1% 0% F 0.101 F 0.556 90 G 2002 SR 35	605)	3.20	120	G	95%	0%		1%	0%	С	0.117	F	0.643	120	G	2002
From SR 35 NA NA 12/18/2000										_						
From SR 35 NA NA 12/18/2000	(605)	2.33	90	G		0%		1%	0%	F	0.101	F	0.556	90	G	2002
606) 4.80 120 R NA NA 12/18/2000																
To: 87-607 SOUTH	606)	4.80	120	R			SK 33				NA			NA		12/18/2000
V					To:		87-607 SOUTH	<u> </u>								

					Sout	nampton	iviainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-6	07 SOUTH	ī	1							
606)	2.70	90	R	<u> </u>		87-00	07 300 111				NA			NA		12/18/200
				To		Sussex	County Li	ine								
				From:		Sussex	County Li	ine								
607	0.50	70	R	Tai		CD 2	5 NORTH	,			NA			NA		12/18/200
				From:			5 NORTH 5 SOUTH									
607)	2.20	70	R								NA			NA		12/18/200
				To: From:			06 NORTH 06 SOUTH									
607	2.10	130	R	<u> </u>		07-0	00 500 111				NA			NA		12/18/20
				To:			28 NORTH									
607	1.20	180	R	From:		87-62	28 SOUTH				NA			NA		12/18/20
607)	1.20	100	• • • • • • • • • • • • • • • • • • • •	To:			87-633				147 (14/1		12/10/20
				From:			87-655									
608	1.40	30	R						<u>.</u>		NA			NA		12/14/200
				To: From:			09 WEST									
(600)	2.90	10	R	Piolii.		87-6	509 EAST				NA			NA		12/14/200
608)	2.00		• • • • • • • • • • • • • • • • • • • •	To		Sussex	County Li	ine								12/11/200
				From:		8	87-735		Ī							
609	3.10	80	G	67%	2%	28%	1%	2%	0%	F	0.104	F	0.625	80	G	2002
				To: From:		87-6	608 EAST									
609	3.13	100	G	67%	2%	28%	1%	2%	0%	С	0.153	F	0.615	100	G	2002
				To: From:		8	87-653									
(609)	4.50	310	R								NA			NA		12/18/200
	4		_	From:			US 58									40/40/00
609	1.59	410	R								NA			NA		12/18/200
	0.00	400		From:		8	87-658				NIA			NIA		40/40/00
609	2.00	490	R	To:			87-693		1		NA			NA		12/18/20
				From-			87-612									
(610)	1.20	190	R	<u> </u>			07 012				NA			NA		12/14/20
				To:		Sussex	County Li	ine								
Town of Courtland				r		***	#0 PY10		1							
(611)	0.18	460	R	Piolii.		US	58 BUS				NA			NA		12/14/20
(611)	0.10	.00	• • • • • • • • • • • • • • • • • • • •	To:			7 1500									12/11/20
611	0.02	2000	R	From:			7-1509				NA			NA		12/14/200
(611)				To:		8	7-1522									
611)	0.13	600	R	From:			17-1322				NA			NA		12/14/200
				To:		8	7-1506		1							
611)	0.10	330	R	From:					*		NA			NA		12/14/200
<u> </u>				To:		ECL C	OURTLAN	ND								
Southampton County				From:		ECL C	OLIDITI AN	VID.	1							
611)	2.07	510	R			ECL C	OURTLAN	עט			NA			NA		12/14/200
<u>(611)</u>		-		To:		•	87-649		L							
611)	3.90	340	R	From:			U1-UT)				NA			NA	_	12/14/200
				To:		87-64	41 NORTH	I								
	0.90	490	R	From:		87-64	41 SOUTH	I			NA			NA		12/14/200
(611)	0.90	430	ĸ	To:		87-6	35 WEST				INA			INA		12/14/200
$\widehat{}$				From:			635 EAST									
(611)	1.50	630	R	To:		Iala - eur	alat C-	, Lie -			NA			NA		12/14/200
						isie of Wi	ght County	Line	<u> </u>							

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Southampton County							3+Axle		2Trail		Hour		Factor			
612)	1.10	80	R	From:		Sussex	County Li	ine			NA			NA		12/14/2000
				To: From:		8	37-615		-							
612)	3.40	20	R	To:			7.610				NA			NA		12/14/2000
612)	8.60	140	R	From:			37-610				NA			NA		12/14/2000
				To: From:			37-655 37-616									
614)	2.20	210	R	<u> </u>		C	5/-010				NA			NA		12/14/2000
614)	1.40	210	R	To: From:		8	37-631		-		NA			NA		12/14/2000
				To: From:		8	37-605		•							
614)	3.70	370	G	92%	3%	5%	0%	1%	0%	С	0.108	F	0.61	370	G	2002
614)	1.65	810	G	From: 92%	3%	5%	37-635 0%	1%	0%	F	0.094	F	0.731	800	G	2002
				To:		Isle of Wi		/ Line								•
615)	3.85	45	R	From:		US :	58 WEST				NA			NA		12/14/2000
				To: From:		US	58 EAST									
615)	2.77	110	R	To:		8	37-612				NA			NA		12/14/2000
_				From:		,	SR 35									
616	3.04	1400	G	88%	0%	3%	2%	6%	0%	F	0.085	F	0.562	1400	G	2002
616)	2.77	1300	G	From: 88%	0%	3%	37-728 2%	6%	0%	F	0.084	F	0.586	1300	G	2002
	3.33	1000	G	From: 88%	0%	3%	37-633 2%	6%	0%	С	0.105	F	0.556	1000	G	2002
616)				To: From:			37-641					•				
616	0.97	1200	G	86%	1%	2%	5%	5%	0%	F	0.100	F	0.563	1100	G	2002
616)	2.07	1300	G	From: 86%	1%	2%	37-614 5%	5%	0%	F	0.099	F	0.564	1300	G	2002
010				To: From:			37-605									
616	2.84	1200	G	86%	1%	2%	5%	5%	0%	С	0.101	F	0.611	1200	G	2002
(616)	1.54	1400	G	From: 86%	1%	87-6 2%	00 WEST 5%	5%	0%	F	0.097	F	0.617	1400	G	2002
				To:		SC	L IVOR									
Town of Ivor				From:		SC	L IVOR		1							
616	0.12	1900	G	86%	1%	2%	5%	5%	0%	F	0.090	F	0.563	1800	G	2002
	0.10	4000		From:	10/		87-622	E0/	00/		0.000		0.551	1000		2002
(616)	0.18	1900	G	86%	1%	2%	5% 7-1201	5%	0%	F	0.098	F	0.551	1900	G	2002
616)	0.13	2300	G	86%	1%	2%	5%	5%	0%	F	0.092	F	0.635	2300	G	2002
	0.24	2600		From:	10/		7-1202	E0/	00/		0.000		0.633	2600		2002
616)	0.24	2600	G	86%	1%		5% 160 EAST	5%	0%	F	0.092	F	0.623	2600	G	2002
	0.20	690	G	From: 86%	0%		60 WEST 3%	9%	0%	F	0.102	F	0.543	680	G	2002
<u>(616)</u>	0.20	090	<u> </u>	00% To:	U /0		L IVOR	3/0	0 /0	15	0.102	15	0.040	000		2002
Southampton County				,												
(616)	0.76	780	G	From: 86%	0%	2%	L IVOR 3%	9%	0%	С	0.102	F	0.52	770	G	2002
0.10	•	. = •	-	To:	•		37-737			-		-	-		-	J -

					Journ	iampion iviain	lei iai ice A	ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-737		1							
616)	1.19	210	G	86%	0%	2% 3%	6 9%	0%	F	0.101	F	0.511	210	G	2002
616	3.25	260	G	From: 86%	0%	87-617 2% 3% 87-621	6 9%	0%	F	0.177	F	0.564	260	G	2002
				From:		87-618									
617)	2.30	50	R	_					l	NA			NA		12/18/200
617)	3.70	60	R	From:		87-616				NA			NA		12/18/200
				From:		87-620									
618)	1.70	180	R	From:		87-616				NA			NA		12/18/200
618)	2.30	190	R	To: From:		87-600				NA			NA		12/18/200
				To: From:		US 460 W									
618)	2.50	80	R	rioni.		US 460	1			NA			NA		12/18/200
618)	0.46	200	R	From:		87-617				NA			NA		12/18/2000
				To: From:		87-624									
618	2.54	100	R	To:		87-621			1	NA			NA		12/18/200
				From:		87-635									
(619)	2.31	380	R	<u> </u>		87-033				NA			NA		12/18/200
				To:		Isle of Wight Co	unty Line								
Town of Ivor															
(m)	0.23	1400	G	91%	1%	US 460 2% 49		0%	F	0.098	F	0.61	1300	G	2002
620	0.23	1400	-	To:	1 /0	87-736		070		0.030	'	0.01	1300	0	2002
Southampton County															
	4.04	4.00	_	From:	40/	87-736		00/		0.400	_	0.507	4.400	0	0000
(620)	1.94	1400	G	91%	1%	2% 4%		0%	С	0.109	F	0.537	1400	G	2002
620	1.26	1200	G	From: 91%	1%	87-635 2% 49		0%	F	0.099	F	0.627	1200	G	2002
				To: From:		87-617									
(620)	1.06	1200	G	91%	1%	2% 4%	6 4%	0%	F	0.093	F	0.703	1100	G	2002
				To:		Isle of Wight Co	unty Line								
\bigcirc	0.40		_	From:	00/	Isle of Wight Co		00/		0.440	_	0.0	000	_	
621)	0.48	300	G	86%	0%	5% 0%		0%	С	0.142	F	0.8	300	G	2002
621)	0.62	160	R	From:		87-616				NA			NA		12/14/200
_				From:		87-618									
621)	0.35	80	R			2 2	* .		1	NA			NA		12/14/200
				To: From:		Surry County									
(622)	1.49	40	R	Pioni.		87-618				NA			NA		12/18/200
0				From:		1.49 ME 87	-618								
622)	0.18	80	R	To:		WCL IV)R			NA			NA		12/18/2000
Town of Ivor															
	0.42	120	ь	From:		WCL IV	OR			NA			NA		12/19/2004
622	0.42	130	R						1	NA			INA		12/18/2000
622)	0.25	130	R	From:		87-120				NA			NA		12/18/2000
				To-		87-1204	ļ								

					Coun	unpton	Mairiteri	arioc / ar	cu							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Ivor				From:		5	87-1204		1							
622	0.10	230	R				37-1204				NA			NA		12/18/2000
	0.40	450	_	To: From:			87-616				NIA			NIA.		40/00/0000
622	0.42	150	R	To:		SC	CL IVOR				NA			NA		12/20/2000
Southampton County																
	0.40	400	-	From:		SC	CL IVOR				NIA			NIA		40/00/0000
622	3.10	190	R	To:		87-6	35 NORTH	ſ	1		NA			NA		12/20/2000
				From:			35 SOUTH									
(622)	0.30	190	R	To:			07.614				NA			NA		12/20/2000
				From:			87-614									
623	2.70	20	R				87-626				NA			NA		12/20/2000
623)	0			To:			00 SOUTH									
	4.40	20	_	From:		87-6	00 NORTH	[NIA			NIA		40/00/0000
623	1.40	20	R	To:			87-635				NA			NA		12/20/2000
				From:			County Lir	ne.	1							
624)	0.11	210	R					-			NA			NA		12/18/2000
				To:			87-618									
\bigcirc	4.50		_	From:			87-626									40/40/0000
625	1.50	30	R	To:			87-631				NA			NA		12/18/2000
				From:			87-628		1							
626	4.40	280	R				07 020				NA			NA		12/18/2000
				To:			16 SOUTH									
(20)	5.00	130	R	From:		87-6	16 NORTH				NA			NA		12/18/2000
626	0.00	100		To:		87-0	603 WEST				1471			14/1		12/10/2000
\bigcirc	4.40	440	-	From:		87-	603 EAST				NIA			NIA		40/40/0000
626	1.40	110	R								NA			NA		12/18/2000
	1.50	200	R	From:			87-630				NA			NA		12/18/2000
626	1.50	200	IX.	Tai			07.645				INA			INA		12/10/2000
(626)	0.30	1300	R	From:			87-645				NA			NA		12/18/2000
020				To:			87-635									
				From:			87-635									
(627)	0.90	210	R	. —							NA			NA		12/18/2000
				To:			87-603									
(628)	1.38	410	G	90%	1%	2%	SR 35 6%	1%	0%	F	0.098	F	0.625	410	G	2002
(020)	1.00			To:	170		87-728	170			0.000	•	0.020			2002
(628)	3.84	200	G	90%	1%	2%	6%	1%	0%	С	0.14	F	0.64	200	G	2002
020				To:			07 SOUTH									
628	2.70	250	G	80%	0%		13%	1%	0%	F	0.133	F	0.532	240	G	2002
				To: From:			87-626									
628	1.70	320	G	80%	0%	5%	13%	1%	0%	С	0.134	F	0.528	320	G	2002
				To: From:		87-6	05 SOUTH	[
628)	1.93	330	G	80%	0%	5%	13%	1%	0%	F	0.120	F	0.513	330	G	2002
				To:			County Li	ne								
629	1.90	400	R	From:			87-619				NA			NA		12/20/2000
029	1.50			To			87-635				14/7					.2.20.2000
				From:			87-631									
630	1.30	60	R								NA			NA		12/20/2000
				To:			87-626									

Route	Length	AADT	QA	4Tire	Bus					- QC	Peak	QK	Dir	AAWDT	QW	Year
Southampton County				<u>.</u>			3+Axle	TTrail	21raii		Hour		Factor			
(631)	2.00	180	R	From:		8	7-645				NA			NA		12/20/200
(651)				To: From:			O3 EAST									
631)	3.40	140	R	From:		87-60	3 WEST				NA			NA		12/20/200
(651)				To:		8	7-614									
\bigcirc	2.22	-40	_	From:		8	7-643									40/00/000
632	0.80	510	R	To:		8	7-641				NA			NA		12/20/2000
				From:			7-616									
633	2.00	240	R								NA			NA		12/20/200
	2.50	210	R	From:		8	7-607				NA			NA		12/20/200
633)	2.50	210	ĸ	To:		87-62	26 WEST				INA			NA		12/20/200
\bigcirc	2.20	400	_	From:			26 EAST				NIA			NIA		40/00/000
633)	2.20	100	R	To:		8	7-605				NA			NA		12/20/200
				From:			7-606									
634)	1.40	70	R								NA			NA		12/20/2000
				To: From:			7-628 7-641									
635)	1.70	800	G	91%	0%	5%	1%	3%	0%	F	0.105	F	0.533	790	G	2002
				To: From:			7-706		-							
635)	3.00	1300	G	91%	0%	5%	1%	3%	0%	С	0.093	F	0.549	1300	G	2002
				From:			7-626					_				
635)	3.70	650	G	91%	0%	5%	1%	3%	0%	F	0.098	F	0.54	640	G	2002
	0.60	640	G	From: 91%	0%	87-60 5 %	03 EAST 1%	3%	0%	F	0.109	F	0.504	630	G	2002
635)	0.00	040		Ta:	070		3 WEST	070			0.100	'	0.004			2002
635)	4.20	160	R	From:		07-00	J WEST				NA			NA		12/18/200
				To: From:		8	7-614									
635	1.70	160	R								NA			NA		12/18/200
	1 70	240		To: From:		U	S 460				NIA			NIA		12/18/200
635)	1.70	310	R	To:		8	7-620				NA			NA		12/10/2000
				From:		8	7-641									
(636)	80.0	20	R	To:			15.1				NA			NA		12/14/200
				From:			7-635									
(637)	1.60	170	R				7-033				NA			NA		12/20/2000
				To:			0 SOUTH									
(637)	1.70	170	R			87-04	0 NORTH				NA			NA		12/20/200
				To:		8	7-645									
\bigcirc	4.50	000	_	From:		8	7-611				NIA			NIA		40/00/000
638)	1.50	220	R	To:		87-64	0 SOUTH	[NA			NA		12/20/2000
\bigcirc	0.70	040	_	From:			0 NORTH				NIA			NIA		40/00/000
638)	3.78	240	R	To:		8	7-603				NA			NA		12/20/2000
				From:			County Lin	ne								
639	0.20	60	R	_							NA			NA		12/20/2000
				To: From:			ad End									
640	1.35	150	R	1.000		8	7-641				NA			NA		12/20/2000
070				To:		87-63	8 NORTH									

Pouto	Longth	AADT	04	/Time			Tru			- QC	Peak	OY	Dir	Λ Λ\Λ/D.Τ	0\4/	Voca
Route	Length	AADI	ŲA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QK	Factor	AAWDT	QVV	Year
Southampton County				From:		87-6	38 NORTH	I								
(640)	0.65	110	R								NA			NA		12/20/2000
640	1.20	100	R	From:		87-63	37 NORTH	I			NA			NA		12/20/2000
640	1.20	100		To-			87-635				1471			147.		12/20/2000
				From:		NCL :	FRANKLI	N								
(641)	1.52	3500	G	94%	1%	3%	0%	1%	0%	F	0.1	F	0.66	3500	G	2002
	2.73	2100	G	From: 94%	1%	3%	87-635 0 %	1%	0%	С	0.106	F	0.655	2000	G	2002
641)	2.73	2100	<u> </u>	94 /0	1 /0				U 70	C	0.100		0.055	2000	<u> </u>	2002
641)	1.24	1900	G	94%	1%	3%	46 NORTH 0%	1%	0%	F	0.097	F	0.664	1900	G	2002
				To: From:			87-632									
641)	0.60	1300	G	94%	1%	3%	0%	1%	0%	F	0.092	F	0.548	1300	G	2002
	0.00	4400		From:	40/		37-1006	40/	00/		0.007		0.540	4400		0000
641)	0.32	1100	G	94%	1%	3%	0%	1%	0%	F	0.097	F	0.549	1100	G	2002
(641)	0.58	1000	G	86%	2%	9%	87-636 2%	1%	0%	С	0.101	F	0.522	1000	G	2002
(041)				To: From:			87-645									
(641) Johnson's Mill Rd	1.33	560	G	86%	2%	9%	2%	1%	0%	F	0.119	F	0.508	550	G	2002
				To: From:			603 EAST 603 WEST									
(641)	2.26	240	G	86%	2%	9%	2%	1%	0%	F	0.122	F	0.509	240	G	2002
				To-			87-616									
	0.10	420	В	From:		87-64	41; 87-1009	9			NΙΔ			NIA		12/19/2000
(642)	0.10	430	R	т							NA			NA		12/18/2000
642)	0.38	380	R	From:		8	37-1001				NA			NA		12/18/2000
042)				To:			46 NORTH									
(642)	0.80	180	R	From:		87-6	46 SOUTH				NA			NA		12/18/2000
642)				To-			87-638									
\bigcirc				From:			87-641									
643)	3.70	150	R	To:		87.	646 EAST				NA			NA		12/18/2000
				From:			646 WEST									
643)	1.18	90	R						_		NA			NA		12/18/2000
	0.22	120	R	From:		8	37-1015		•		NA			NA		12/18/2000
(643)	0.22	120	K	To:			07. (22				INA			INA		12/10/2000
643)	1.50	300	R	From:			87-632				NA			NA		12/18/2000
040				To:			87-645									
				From:			87-649									1011010000
644)	1.45	270	R	To:			87-643				NA			NA		12/18/2000
				From:			87-628		<u>.</u>							
645)	2.20	110	R								NA			NA		12/18/2000
				To-			16 SOUTH 16 NORTH									
645)	4.20	240	R			0, 0		-			NA			NA		12/18/2000
$\frac{\mathcal{C}}{\mathcal{C}}$				To: From:			87-638									
645	2.30	190	R	To:			97 (2)				NA			NA		12/18/2000
Town of Courtless 1				.0.			87-626									
Town of Courtland				From:			JS US 58									
646)	0.48	900	G	93% To:	2%	4%	1%	0%	0%	F	0.114	F	0.55	890	G	2002
				10.		ECI	. Courtland	ļ.								

Route	Length	AADT	QA	4Tire			Tru 3+Axle	ck			Peak	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:					ZTrali		Hour		Factor			
(646)	5.12	500	G	93%	2%	4%	OURTLAN 1%	0%	0%	С	0.135	F	0.787	500	G	2002
040	-			To-		87-6	41 NORTH									
	- · -			From:		87-6	41 SOUTH									101101000
646)	2.17	200	R								NA			NA		12/18/2000
				To: From:		8	37-1006									
646)	0.75	180	R	To:			05.645				NA			NA		12/18/2000
							87-645									
	5.44	240	R	From:		SR 3	S SOUTH				NA			NA		1997
647)	5.44	240	K								INA			INA		1991
\bigcirc	0.40	420		From:		SR 3	5 NORTH				NIA			NIA		4007
647)	0.12	130	R	To:			87-719				NA			NA		1997
				From:												
	1.40	120	R	rioin.		D	ead End				NA			NA		1997
648	1.40	120	1	To:			SR 35		1		14/4			IVA		1557
				From:			87-611									
(649)	1.87	1000	R	<u> </u>		· · · · · · · · · · · · · · · · · · ·	87-011				NA			NA		12/20/2000
049				To:			07.760		1							
640	0.73	1200	G	From: 96%	1%	2%	87-768 1%	0%	0%	С	0.104	F	0.536	1200	G	2002
649	0.70	.200		T	170			070		Ü	0.101	·	0.000	1200	Ŭ	2002
	0.09	1600	G	96%	1%	2%	37-1706 1%	0%	0%	F	0.097	F	0.542	1600	G	2002
649	0.09	1600	G	90%	170			070	070	Г	0.097	г	0.342	1000	G	2002
$\overline{}$	0.00	4000	_	From:	40/		87-644	00/			0.400	_	0.044	4000		
649	0.33	1900	G	96%	1%	2%	1%	0%	0%	F	0.106	F	0.644	1900	G	2002
				From:			37-1704									
649	0.79	2300	G	96% To:	1%	2%	1%	0%	0%	F	0.107	F	0.649	2300	G	2002
							87-641									
	0.04	000	_	From:		D	ead End				N.1.A			NIA		40/40/0000
650	2.84	920	R	To:		LIC	58 EAST				NA			NA		12/19/2000
				From:			58 WEST									
650	2.70	900	R						-		NA			NA		12/19/2000
				To-			87-611									
				From:			87-653									
(651)	1.30	110	R								NA			NA		12/19/2000
				To: From:			87-609		-							
(651)	2.52	250	R	From:							NA			NA		12/19/2000
				To:			87-757		1							
(651)	3.75	440	R	From:			07 737				NA			NA		12/19/2000
				To:		US	5 58 BUS									
				From:			87-661									
652	3.20	130	R								NA			NA		12/19/2000
				To			US 58									
(652)	6.20	180	R	From:							NA			NA		12/19/2000
002				To:			SR 308									
(652)	4.10	390	R	From:			3K 300				NA			NA		12/19/2000
(032)				To		87-6	53 NORTH									, .0,_00
				From:			53 SOUTH									
652	1.60	47	R								NA			NA		12/19/2000
				To: From:			87-609									
652	5.20	300	R								NA			NA		12/19/2000
				To:			87-651									
				From:			87-730									
(653)	2.70	150	G	79% To:	4%	15%		2%	0%	F	0.115	F	0.706	150	G	2002

					Souti	nampton Mainter	iai ice Ai	ca							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-661									
(653)	3.03	120	G	79%	4%	15% 0%	2%	0%	С	0.124	F	0.643	120	G	2002
(F2)	3.30	270	G	From: 79%	4%	87-659 NORTI	2%	0%	F	0.131	F	0.514	270	G	2002
653	0.00	2.0	Ü	7570	770		270	070	•	0.101	•	0.514	210	J	2002
653	1.10	480	G	94%	1%	87-668 3% 1%	1%	0%	F	0.128	F	0.787	480	G	2002
				From:	10/	87-658 SOUTI		20/							
(653)	2.18	450	G	94% To:	1%	3% 1% SCL CAPRON	1% V	0%	С	0.114	F	0.689	450	G	2002
Town of Capron															
(653)	0.15	580	G	94%	1%	SCL CAPRON 3% 1%	1%	0%	F	0.109	F	0.649	570	G	2002
<u></u>	0.39	1700	G	From: 94%	1%	US 58 3% 1%	1%	0%	F	0.102	F	0.587	1700	G	2002
653	0.59	1700	<u> </u>	94 /0	1 /0	87-748	1 /0	U 70		0.102		0.567	1700	<u> </u>	2002
(653)	0.28	1000	G	94%	1%	3% 1%	1%	0%	F	0.124	F	0.667	1000	G	2002
				To:		NCL CAPRON	1								
Southampton County				From:		NGL GARRON	т	ı							
653	2.41	270	G	90%	1%	NCL CAPRON 5% 2%	1%	0%	С	0.138	F	0.559	270	G	2002
653	2.00	170	G	From: 90%	1%	87-651 5% 2%	1%	0%	F	0.119	F	0.541	170	G	2002
(653)	3.70	210	G	From: 84%	0%	87-609 3% 5%	7%	0%	С	0.111	F	0.636	210	G	2002
				To:		SR 35									
(654)	0.81	90	R	From:		87-609				NA			NA		12/19/200
				To: From:		0.81 MN 87-60	9	<u> </u>							
654)	0.09	110	R							NA			NA		12/19/2000
(654)	0.09	110	R	From:		US 58				NA			NA		12/19/2000
				To:		0.09 MN US 5	8	1							
(654)	0.77	380	R	From: To:		ECL CAPRON				NA			NA		12/19/200
Town of Conven						ECL CAPRO	N .	L							
Town of Capron				From:		ECL CAPRON	1								
(654)	0.29	420	R							NA			NA		12/19/2000
	0.00			To: From:		87-653									40/40/000
(654)	0.23	300	R							NA			NA		12/19/2000
(654)	0.03	270	R	From:		87-748				NA			NA		12/19/200
034)				To:		WCL CAPRO	N	1							
Southampton County				From:		WCL CAPRO	AT.	1							
654)	0.70	530	R			WCL CAFRO	<u> </u>			NA			NA		12/19/2000
(654)	0.60	240	R	To: From:		87-655				NA			NA		12/19/2000
054				To:		87-652									
				From:		87-653									
(655)	1.18	320	R							NA			NA		12/19/2000
				To: From:		87-652 EAST									
(655)	2.00	360	R	· L		87-652 WEST				NA			NA		12/19/2000
000		-		To:		87-612				•			*		200

					South	ampton Maintenance Are			_					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:			····							
(655)	2.00	90	R			87-612			NA			NA		12/19/2000
<u></u>				To: From:		87-608								
655	0.80	190	R						NA			NA		12/19/2000
				To: From:		87-609								
(FG)	2.00	170	R	From:		87-658			NA			NA		12/19/2000
656	2.00			To		US 58 EAST								12/10/2000
	0.60	460	_	From:		US 58 WEST			NIA			NIA		12/19/2000
656	0.60	160	R	To:		87-652			NA			NA		12/19/2000
				From:		87-693	İ							
657	2.60	10	R						NA			NA		12/19/2000
				To: From:		87-658 EAST								
(657)	0.90	250	R			87-658 WEST			NA			NA		12/19/2000
657				To:		87-653 NORTH								
\bigcirc	2.00	200		From:		87-653; 87-658			NIA			NIA		40/40/0000
657	3.60	260	R	To:		87-652	1		NA			NA		12/19/2000
				From:		87-659								
658)	2.60	130	R	<u>L</u>		67-037			NA			NA		12/19/2000
				To:		87-691								
658)	2.04	150	R	From:		0, 0,1			NA			NA		12/19/2000
				To: From:		2.04 ME 87-691	<u> </u>							
658)	1.16	290	R	_					NA			NA		12/19/2000
				To: From:		87-653 NORTH 87-653 SOUTH								
658)	3.40	280	R			87-033 800111			NA			NA		12/19/2000
658				To:		87-609								
658)	3.40	300	R	From:		87-009			NA			NA		12/19/2000
				To:		SR 35 SOUTH								
	4.94	430	R	From:		SR 35 NORTH			NA			NA		12/19/2000
658	4.94	430	K	To:		87-673			INA			INA		12/19/2000
				From:		87-666								
659	3.10	130	R						NA			NA		12/19/2000
				To: From:		87-665 NORTH								
(659)	3.70	120	R	r tom.					NA			NA		12/19/2000
				To: From:		87-653 SOUTH 87-653 NORTH								
(659)	4.20	180	R			87-033 NORTH			NA			NA		12/19/2000
000				To:		US 58								
(659)	2.37	300	R	From:		00 00			NA			NA		12/19/2000
				To:		87-612								
	_	_	_	From:		87-659								
660	2.60	140	R	To:		97 (50			NA			NA		12/19/2000
				From:		87-658								
(661)	1.40	60	R			87-615			NA			NA		12/19/2000
				To:		87-722	 1							
(661)	1.90	100	R	From:		01-122			NA			NA		12/19/2000
				To:		87-652								
(661)	2.19	110	R	From:		07-032			NA			NA		12/19/2000
				To:		87-653								

					South	nampton Ma	ııntena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-6	53		1							
(662)	7.00	130	R	_		07 0	-				NA			NA		12/19/2000
				To		87-6	15									
	7 16	40	R	From:		SR 1	86				NΙΛ			NIA		12/10/2000
663	7.16	49	ĸ	To:		87-6	53				NA			NA		12/19/2000
				From:		87-6			1							
664	2.90	40	R								NA			NA		12/19/2000
				To:		87-6										
005	2.50	100	R	From:		87-6	63				NA			NA		12/19/2000
665)	2.50	100	IX.	To:		87-659 S	OUTH				INA			INA		12/13/2000
\bigcirc				From:		87-659 N	ORTH									10/10/200
665	2.40	230	R	To:		87-668 S	OUTH				NA			NA		12/19/2000
				From:		87-668 N										
665	3.55	130	R								NA			NA		12/19/2000
				From:		87-6	71									
665)	2.80	180	R	To:		87-6	73				NA			NA		12/19/2000
				From:		87-7			1							
666	0.64	380	R			0, ,	20				NA			NA		12/19/2000
				To: From:		87-6	59									
666	3.10	290	R	110111.							NA			NA		12/19/2000
				To: From:		87-6										
666	0.55	490	G	94% To:	1%		1%	1%	0%	С	0.133	F	0.542	480	G	2002
				From:		SR										
667)	1.50	90	R			87-6	65				NA			NA		12/19/2000
(607)				To:		87-666										
(007)	1.19	60	R	From:		87-666	EAST				NA			NA		12/19/2000
667)	1.10			To		SR 35 S	OUTH				1471			147 (12/10/2000
	1.00	70	_	From:		SR 35 N	ORTH				NIA			NΙΔ		12/10/2000
667)	1.08	70	R	To:		87-7	43				NA			NA		12/19/2000
				From:		87-6			-							
(668)	3.55	390	G	93%	1%		0%	2%	0%	С	0.137	F	0.587	380	G	2002
				To: From:		87-7	02									
(668)	1.46	370	G	93%	1%		0%	2%	0%	F	0.131	F	0.667	370	G	2002
				To: From:		87-6										
(669)	1.50	170	R	From:		87-6	68				NA			NA		12/19/2000
(669)	1.00			To		87-6	58				1471			10.		12/10/2000
Town of Boykins																
	0.30	710	R	From:		SR	35				NA			NA		12/19/2000
(670)	0.30	710	K	To:		ECL Bo	ovkins				INA			INA		12/19/2000
Southampton County				·												
_	2.22	=46	-	From:		ECL Bo	ykins									40/40/225
670	0.20	710	R								NA			NA		12/19/2000
	1 01	100	B	From:		87-1	326				NIA			NIA		12/10/2000
670	1.01	190	R	To:		87-7	43				NA			NA		12/19/2000
				From:		SR			<u>.</u>							
(671)	2.02	2500	G	86%	0%		2%	11%	0%	F	0.088	F	0.543	2500	G	2002
				To		87-6	65									

					Jouli	nampton Maintena	ance Ai	еа							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		07.665		1							
(671) General Thomas Hwy	2.49	2600	G	86%	0%	87-665 1% 2% WCL NEWSOM	11% S	0%	С	0.087	F	0.553	2600	G	2002
Town of Newsoms															
(671)	0.17	3200	G	From: 86%	0%	WCL NEWSOM	S 11%	0%	F	0.085	F	0.523	3200	G	2002
<u>(671)</u>	0.60	2900	G	From: 83%	0%	87-673 2% 4%	11%	0%	F	0.091	F	0.503	2800	G	2002
~				To:		ECL NEWSOM	S								
Southampton County				From:		ECL NEWSOM	S								
671) General Thomas Hwy	2.12	2800	G	83%	0%	2% 4% 87-674 Cypress Bridg	11%	0%	С	0.088	F	0.582	2800	G	2002
671) General Thomas Hwy	1.71	3200	G	83%	0%	2% 4%	11%	0%	F	0.082	F	0.608	3200	G	2002
671) General Thomas Hwy	2.99	3800	G	86%	0%	1% 4%	am Rd 8%	0%	С	0.085	F	0.645	3700	G	2002
(671) General Thomas Hwy	0.85	4300	G	From: 86%	0%	87-650 Shady Brook 1% 4%	8%	0%	F	0.084	F	0.577	4300	G	2002
<u>(671)</u>	0.77	4900	G	From: 88%	0%	87-687 Delaware 3 87-687 3% 2%	7%	0%	F	0.087	F	0.618	4800	G	2002
	0.86	5600	G	From: 88%	0%	87-688 3% 2%	7%	0%	С	0.088	- F	0.618	5600	G	2002
671)	0.00	3000		To:	0 70	US 58 EB RAME		0 /6		0.000	'	0.010	3000	-	2002
671)	0.14	9200	G	88% To:	0%	3% 2% US 58 WB RAMI	7% PS	0%	F	0.087	F	0.642	9100	G	2002
(672)	1.87	130	R	From:		87-665				NA			NA		12/21/2000
				To:		SCL NEWSOM	S								
Town of Newsoms				From:		SCL NEWSOM	2								
672)	0.01	590	R	To:		87-673 WEST				NA			NA		12/21/2000
Southampton County															
672)	2.17	300	R	From:		87-673 EAST				NA			NA		12/21/2000
<u>(672)</u>	2.80	100	R	From:		87-674 NORTH				NA			NA		12/21/2000
				To: From:		87-680									
672	2.50	100	R	To:		87-684		1		NA			NA		12/21/2000
				From:		North Carolina State	Line								
673)	0.20	180	G	83%	1%	10% 3%	2%	0%	F	0.118	F	0.553	180	G	2002
673	3.75	170	G	From: 83%	1%	87-684 10% 3%	2%	0%	С	0.140	F	0.522	170	G	2002
	2.69	290	G	From: 83%	1%	87-677 NORTH	2%	0%	F	0.112	F	0.546	290	G	2002
673	2.09	290	<u> </u>	To: From:	1 /0	87-672 EAST	Z /0	J /0	1.	0.112	1.	0.040	250		2002
673	0.20	330	G	83%	1%	10% 3% SCL NEWSOM	2% S	0%	F	0.110	F	0.56	330	G	2002
Town of Newsoms															
(673)	0.02	660	G	85%	2%	SCL NEWSOM 3% 8%	2%	0%	F	0.108	F	0.589	660	G	2002
<u>(673)</u>	0.41	800	G	From: 85%	2%	87-672 WEST 3% 8%	2%	0%	С	0.115	F	0.593	790	G	2002
673	J. r i			To:	_ /0	87-1401	_ ,0	J,0		5.110	•				

					South	nampton Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Newsoms				From:		87-1401		1							
673)	0.38	1100	G	85%	2%	3% 8%	2%	0%	F	0.112	F	0.612	1100	G	2002
673	0.09	960	G	85%	2%	87-671 3% 8% NCL NEWSOM	2%	0%	F	0.11	F	0.577	950	G	2002
Southampton County				I.				·							
673)	0.20	710	G	85%	2%	NCL NEWSON 3% 8%	1S 2%	0%	F	0.106	F	0.546	700	G	2002
673	2.38	210	G	90% To:	1%	87-658 4% 2%	3%	0%	С	0.118	F	0.667	200	G	2002
	2.40	400		From:		SR 35 87-743				NIA			NIA		40/04/0006
674)	3.40	180	R	To		87-673 SOUTI	I			NA			NA		12/21/2000
\bigcirc	2.22	400	_	From:		87-673 NORTI									10/01/0000
674)	2.00	180	R	To:		87-672 SOUTI	1	1		NA			NA		12/21/2000
\bigcirc			_	From:		87-672 NORTI									
674	2.85	160	R							NA			NA		12/21/2000
	1.15	40	R	From:		87-731				NA			NA		12/21/2000
674)	1.10	70		To:		87-680				INA			14/3		12/21/2000
				From:		87-658									
675)	2.10	410	R	т		07.721				NA			NA		12/21/2000
				From:		87-731									
(676)	0.44	380	R	rioin.		Dead End				NA			NA		12/31/2000
070				To:		87-714									
				From:		87-673 SOUTH	I								
677	2.40	140	R	To:		87-673 NORTI	П			NA			NA		12/31/2000
				From:		87-684	1	1							
(678)	2.30	100	R			87-064				NA			NA		12/31/2000
				To:		87-677									
\bigcirc	4.70			From:		87-684									10/01/000
679	1.70	80	R							NA			NA		12/31/2000
670	0.20	70	R	From:		87-680 WEST				NA			NA		12/31/2000
(679)	0.20	70	IX	To:		87-680 EAST				INA			INA		12/31/2000
679	0.70	80	R	From:		67-060 EAST				NA			NA		12/31/2000
0.0				To:		87-685									
				From:		North Carolina State	e Line								
(680)	0.60	49	R	To		87-679 WEST				NA			NA		12/31/2000
				From:		87-679 WEST 87-679 EAST									
680	2.70	200	R							NA			NA		12/31/2000
				To: From:		87-684		ŀ							
680	4.35	190	R	To:		87-671 WEST	,			NA			NA		12/31/2000
				From:		87-671 EAST									
(680)	2.15	40	R							NA			NA		12/31/2000
				To:		87-674									
(681)	1.40	100	R	From:		87-680				NA			NA		12/31/2000
				To:		87-734									

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-683		1							
682	2.30	100	R			87-003				NA			NA		12/31/200
				To		87-680									
$\widehat{}$				From:		87-674									
683	4.40	240	R			27.524				NA			NA		12/31/200
				To:		87-684									
	2.95	190	G	85%	3%	87-673 7% 2%	3%	0%	С	0.103	F	0.6	190	G	2002
684)	2.90	130	G	00 70	370		370	0 70	C	0.103	'	0.0	190	U	2002
(684) Monroe Rd	3.03	380	G	From: 85%	3%	87-683 7% 2%	3%	0%	F	0.115	F	0.634	370	G	2002
(684) Monroe Rd	3.03	300	G	00 70	370		370	0 70	'	0.113	'	0.054	370	U	2002
684) Monroe Rd	2.37	620	G	From: 85%	3%	87-720 7% 2%	3%	0%	F	0.122	F	0.704	610	G	2002
684 Monroe Rd	2.31	020	G	05 /6	3 /0			0 70		0.122	'	0.704	010	G	2002
Curamana Churah Dd	1.00	F70		From:	40/	87-687 SOUT		00/		0.000		0.544	500		2002
684) Sycamore Church Rd	1.60	570	G	92%	1%	3% 1%	3%	0%	С	0.086	F	0.511	560	G	2002
O De serve ed Desed Dd	4.00	540		From:	40/	87-688 SOUT		00/		0.000		0.040	500		0000
684) Dogwood Bend Rd	1.33	540	G	92%	1%	3% 1%	3%	0%	F	0.082	F	0.613	530	G	2002
$\overline{}$				From:	40/	87-771	201						2.12		
(684)	0.02	620	G	92% To:	1%	3% 1%	3%	0%	F	0.096	F	0.524	610	G	2002
						US 258									
	4.00	440	_	From:		North Carolina Stat	e Line			N.1.0			NIA		40/45/000
685)	1.60	110	R	To:		87-686				NA			NA		12/15/200
				From:											
	2.47	140	ь	From:		87-680				NA			NA		12/15/200
686	2.41	140	R							INA			INA		12/15/200
$\overline{}$	0.40			From:		87-685							N14		40/45/000
686	2.10	320	R							NA			NA		12/15/200
				From:		US 258		-							
(686)	1.40	150	R	To:						NA			NA		12/15/200
						North Carolina Stat	e Line								
	0.00	450	_	From:		Dead End				N.1.0			NIA		40/45/000
687	0.80	150	R							NA			NA		12/15/200
\bigcirc				From:		US 258		ŀ							
(687)	3.10	80	R							NA			NA		12/15/200
<u> </u>				From:		87-689		-							
(687)	0.40	240	R							NA			NA		12/15/200
				To: From:		0.40 MN 87-68	39								
687)	0.10	250	R							NA			NA		12/15/200
				To: From:		87-1110		-							
687)	1.43	250	R	FIOIII.				•		NA			NA		12/15/200
				To:		87-684 SOUT									
	4.70	4400	_	From:	40/	87-684 NORT		00/	_	0.000	_	0.054	4000	0	0000
687	1.76	1400	G	92%	1%	4% 1%	1%	0%	С	0.092	F	0.851	1300	G	2002
$\overline{}$				From:		87-671									40/:-::
(687)	2.34	630	R	т.		110 50 PT				NA			NA		12/15/200
				From:		US 58 BUS US 58									
(687)	1.33	1200	G	94%	1%	3% 1%	1%	0%	С	0.118	F	0.52	1200	G	2002
				To:		87-641									
				From:		US 58									
(688)	2.24	450	R			2223				NA			NA		12/15/200
				To:		87-687		1							
(600)	1.90	630	R	From:		0/-08/				NA			NA		12/15/200
688)	1.50	550	11	To:		87-684 NORT	H	1		14/7			11/7		12/10/2000
						U DOT NORT									

					Couthampton Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak I Hour Qr	Oir AAWDT Q Factor	N Year
Southampton County				From:	87-684 SOUTH	1		
(688)	0.90	410	R		87-084 SOUTH	NA NA	NA	12/15/2000
				To-	US 258			
\bigcirc			_	From:	87-687	J		
689	2.30	180	R	To:	US 258	NA T	NA	12/15/2000
				From:	SR 189			
690	1.10	220	R	<u> </u>	SK 109	NA NA	NA	12/15/2000
				To:	US 258			
\bigcirc				From:	87-658	J		
691)	0.50	180	R	To:	US 58	NA T	NA	12/15/200
				From:	87-775	1		
692	0.90	120	R		07-773	NA NA	NA	12/15/200
<u> </u>				To:	US 58 BUS			
				From:	87-665]		
693)	3.53	240	R	To:	GD 25	NA 1	NA	12/15/2000
				From:	SR 35			
694)	1.05	60	R		Dead End	J NA	NA	12/15/2000
694)				To:	US 58	1		
694)	0.21	190	R	From:	03 36	NA NA	NA	12/15/2000
				To:	87-653	1		
				From:	US 58			
695)	0.10	200	R	To:	07.652	NA 1	NA	12/15/2000
				From:	87-652	<u> </u>		
696)	1.20	140	R		SR 35	J NA	NA	12/15/2000
(030)				To:	87-658			
				From:	87-612			
(697)	1.30	80	R	. —		NA NA	NA	12/15/2000
				To:	Sussex County Line			
(698)	1.80	70	R	From:	87-683	J NA	NA	12/15/2000
(096)	1.00			To:	87-672	1		12/10/2000
				From:	Dead End			
(699)	0.60	60	R			NA	NA	12/15/2000
				To:	87-609			
	0.10	80	R	From:	87-615	NA	NA	12/15/2000
700	0.10	00	K	To:	Dead End	1	INA	12/13/2000
				From:	North Carolina State Line			
(701)	1.50	440	R			NA	NA	12/14/2000
				To:	SCL Branchville			
Town of Branchville				From:	CCI Described	1		
(701)	0.30	440	R		SCL Branchville	NA	NA	12/14/2000
(101)				To:	SR 186	1		
(701)	0.15	410	R	From:	SK 160	NA NA	NA	12/14/2000
				To:	87-730]		
Southampton County						•		
	3.95	40	R	From:	87-659	NA	NA	12/14/2000
(702)	ა.ჟა	40	ĸ	T	07 710	1NA 1	INA	12/14/2000
(702)	0.95	150	R	From:	87-712	NA	NA	12/14/2000
102	0.00	.50	• • • • • • • • • • • • • • • • • • • •	To:	87-668]	14/1	12/17/2000

					South	nampton Maintena	lice Alea							
Route	Length	AADT	QA	4Tire	Bus	Truc		O.C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County														
	2.00	90	ь.	From:		SR 35			NΙΔ			NΙΔ		10/14/0000
(703)	2.00	80	R	To-		87-673			NA			NA		12/14/2000
				From:		US 58		ì						
704)	1.67	90	R	<u> </u>		00 30			NA			NA		12/14/2000
				То:		87-652								
				From:		87-635								
(705)	0.40	120	R					_	NA			NA		12/14/2000
				To:		87-611								
	4.00	4200	_	From:	40/	NCL FRANKLIN		┙	0.110	_	0.000	4200	0	2002
706	1.92	1300	G	97% To:	1%	2% 0% 87-635	0% 0%		0.119	F	0.662	1300	G	2002
				From:			****	1						
(707)	0.30	120	R			North Carolina State I	Line		NA			NA		12/14/2000
(101)	0.00	0	•••	To:		87-673		7	10.0					12/11/2000
				From:		87-674								
(708)	2.30	280	R						NA			NA		12/14/2000
				To:		87-673								
Town of Newsoms														
	0.64	380	_	From-		87-671			NIA			NIA		40/44/0000
(709)	0.04	300	R	To:		NCL Newsoms		7	NA			NA		12/14/2000
G 41 4 G 4				ı		IVEL IVEWSOIRS								
Southampton County				From:		NCL Newsoms								
(709)	2.36	380	R						NA			NA		12/14/2000
				To:		87-674								
				From:		87-633								
(710)	2.50	110	R	т		0= 444		_	NA			NA		12/14/2000
				10.		87-616								
	1.50	230	R	From:		US 58			NA			NA		12/14/2000
711)	1.50	230	ĸ	To:		Greensville County I	ine	1	INA			INA		12/14/2000
				From:		87-665		- !						
(712)	2.07	160	R			87-003			NA			NA		12/14/2000
<u> </u>				To:		87-702		1						
				From:		87-647								
(713)	0.40	120	R						NA			NA		12/14/2000
				To:		SR 35								
			_	From:		SR 189							_	
714)	1.53	1400	G	95% To:	1%	3% 0%	1% 0%	_ C	0.104	F	0.553	1400	G	2002
						SCL FRANKLIN								
	1.70	60	R	From:		Sussex County Lin	e		NA			NA		12/14/2000
715)	1.70	60	K	To:		87-612			INA			INA		12/14/2000
				From:		87-743		1						
716	3.67	70	R	<u> </u>		87-743		_	NA			NA		12/14/2000
710				To:		87-665								
				From:		87-618		1						
717)	1.60	100	R						NA			NA		12/14/2000
$\overline{}$				To	_	Dead End								
				From:		US 58								
718)	0.07	60	R						NA			NA		12/14/2000
				To: From:		0.07 MN US 58								
718)	0.93	46	R						NA			NA		12/14/2000
				To	·	87-652								

					Oout	-	Widiritori									
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	ıck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:			87-653									
719	0.47	180	R							_	NA			NA		12/14/2000
	0.44	400	_	To: From:			SR 35			}	NIA.			NIA.		40/44/0000
(719) (719)	0.14	120	R	. —						1	NA			NA		12/14/2000
(710)	0.25	110	R	From:			87-647				NA			NA		12/14/2000
(19)				To:		D	ead End									
\bigcirc				From:			87-684									
720	0.70	240	R	To:		D	ead End			1	NA			NA		12/14/2000
				From:			87-671									
721)	0.90	150	R							•	NA			NA		12/14/2000
				To:			ead End									
(722)	1.20	260	R	From:			87-661			ļ	NA			NA		12/14/2000
722	1.20			To:			US 58									12/11/2000
				From:			87-663									
723	1.80	130	R	To:		D	ead End			1	NA			NA		12/20/2000
				From:			87-653			l 1						
724)	1.20	150	R				07 003				NA			NA		12/20/2000
				To:			87-668									
	0.37	70	R	From:		D	ead End			ļ	NA			NA		12/20/2000
725	0.37	70	K	To:			87-684]	INA			INA		12/20/2000
_				From:			SR 35									
727)	0.50	40	R							- 1	NA			NA		12/20/2000
				To: From:			ead End			<u> </u>						
728)	1.60	70	R	riom.			87-628			l	NA			NA		12/20/2000
(720)				To:			87-616									
				From:			87-672									
729	0.80	20	R	To:		D	ead End			1	NA			NA		12/20/2000
				From:			ille County	Line		! 						
730	2.60	130	G	88%	0%		1%		0%	F	0.122	F	0.633	130	G	2002
				To: From:			87-653			}						
730)	3.67	280	G	88%	0%	8%	1%	2%	0%	F	0.091	F	0.551	280	G	2002
	2.29	440	G	From: 88%	0%	8%	87-663 1%	2%	0%	С	0.119	F	0.544	440	G	2002
730	2.29	440	G		0%			Z 70	076	1	0.119	Г	0.344	440	G	2002
(730)	0.05	520	G	From: 88%	0%	8%	87-666 1%	2%	0%	F	0.115	F	0.518	510	G	2002
(130)				To:			RANCHVII									
Town of Branchville				From:		NGI DD	A A A COLUMN									
730)	0.37	900	G	88%	0%	8%	RANCHVII 1%	2%	0%	l F	0.101	F	0.509	890	G	2002
(100)				To:			SR 186									
Southampton County				From:			07 674		1	I						
(731)	2.60	110	R				87-674			J	NA			NA		12/20/2000
				To:			87-675			 						
731)	1.54	360	R	From:							NA			NA		12/20/2000
$\overline{}$				To:			SR 35			<u> </u>						
722	0.20	70	R	From:		D	ead End			J	NA			NA		12/20/2000
732	0.20			To:		0.20 M	IN Dead E	nd		L	11/7			11/7		1212012000
										-	_	_				_

					Sout	nampton Mamter	iai ice Ai	Са							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		0.20 MN Dead I	End								
732	0.20	49	R	<u> </u>		0.20 WIN Dead I	JII C			NA			NA		12/20/200
				To:		87-609									
\bigcirc				From:		Dead End									
733	0.90	120	R	To:		87-653				NA			NA		12/20/200
				From:		87-672		1							
(734)	2.17	360	R			87-072				NA			NA		12/20/200
				To:		87-671									
				From:		SR 308; 87-61									
735	1.80	380	G	85%	1%	9% 2%	4%	0%	С	0.121	F	0.651	370	G	2002
				From:	10/	87-609	10/			2 122					
735)	0.74	360	G	85% To:	1%	9% 2% Sussex County I	4%	0%	F	0.123	F	0.659	360	G	2002
				From:		87-616	JIIIC								
736)	0.33	330	R			87-010				NA			NA		12/20/200
				To:		87-620									
				From:		Dead End									
737)	0.25	280	R	. —						NA			NA		12/20/200
				10:		87-616									
700	0.65	48	R	From:		87-635				NA			NA		12/20/200
738	0.00	70		To:		Dead End				INA			IVA		12/20/2000
				From:		87-650									
739	0.10	110	R							NA			NA		12/20/200
				To:		Dead End									
\bigcirc	0.45		_	From:		Dead End									40/00/000
740	0.15	680	R	To:		87-647				NA			NA		12/20/2000
				From:		Dead End									
(741)	0.13	160	R			Dead End				NA			NA		12/20/200
				To:		US 58 BUS									
				From:		Dead End									
742	0.92	90	R							NA			NA		12/20/200
				From:		0.92 MN OF Dead	l End								
(742)	0.80	250	R							NA			NA		12/20/200
$\overline{}$	0.00	400	_	From:		US 58				NIA.			NIA		40/00/000
(742)	0.28	190	R	To:		US 58 BUS				NA			NA		12/20/200
				From:		North Carolina Stat	e Line	1							
743)	4.50	200	R	<u> </u>		Tiorar Caronna Saac	c Line			NA			NA		12/20/200
				To		87-667		1							
743	1.00	360	R	From:						NA			NA		12/20/2000
				To:		87-671									
\bigcirc			_	From:		US 58 BUS									
744	0.13	50	R	To:		Dead End				NA			NA		12/19/2000
				From:		87-650									
745)	0.07	100	R			07-030				NA			NA		12/19/2000
				To:		Dead End									
				From:		US 58 BUS									
(746)	0.10	200	R	Tr		21:-				NA			NA		12/19/200
				To:		Cul-de-Sac									
747	0.20	80	R	From:		Dead End				NA			NA		12/19/200
747)	0.20	50	11	To:		US 58				14/7			INA		121131200
						-~									

					Southampton Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	Dir Factor	AAWDT	QW	Year
Town of Capron				From:	87-654	1					
748)	0.21	200	R		07 05 1	NA			NA		12/19/2000
				To:	87-653						
Southampton County				From:	97 700	1					
(749)	2.25	110	R	r roin.	87-709	J NA			NA		12/19/2000
(149)				To:	87-731]					
				From:	87-653						
750	1.90	46	R			NA			NA		12/19/2000
				To:	87-663	<u> </u>					
75)	0.10	40	R	From:	US 460	J NA			NA		12/19/2000
(751)	0.10	-10		To:	Dead End]			IVA		12/10/2000
				From:	Dead End						
752	0.60	30	R	-	200	NA			NA		12/19/2000
				To:	87-653						
				From:	87-686]					
753	0.43	110	R			NA			NA		12/13/2000
				To: From:	0.43 ME 87-686	}					
753	0.29	80	R	To	Dead End	NA			NA		12/13/2000
				From:		<u> </u>					
(756)	0.45	70	R	110	Dead End	J NA			NA		12/13/2000
(730)	00			To:	87-618	1					
				From:	US 58						
757	2.00	190	R			NA			NA		12/13/2000
				To-	87-651						
\bigcirc				From:	Dead End						10/10/000
758	0.67	40	R	To:	87-651	NA 1			NA		12/13/2000
				From:	SR 35	<u> </u>					
759	0.32	430	R	<u> </u>	SR 33	NA NA			NA		12/13/2000
(100)				To:	87-666						
Town of Capron											
	0.05		_	From:	US 58]					40/40/000
761)	0.35	220	R	To:	87-654	NA 1			NA		12/13/2000
				From:	87-653	<u> </u>					
(762)	0.07	160	R	_	07 023	NA			NA		12/13/2000
				To:	87-761						
Southampton County						_					
	0.35	50	R	From:	87-659	J NA			NA		12/13/2000
763)	0.55	30	IX.	To:	Dead End]			INA		12/13/2000
				From:	87-649						
(767)	0.05	80	R			NA			NA		12/13/2000
				To:	Dead End]					
\bigcirc		46.5	_	From:	87-649						10116155
768)	0.05	130	R	To	Dead End	NA 1			NA		12/13/2000
				From:		<u> </u>					
770	0.20	160	R		87-684	J NA			NA		12/13/2000
				To:	US 258	1					
				From:	87-684						
(771) Howell's Corner Rd	0.09	40	G	64%	9% 7% 9% 11% 0%	C 0.217	' F	0.7	40	G	2002
				To:	US 258						

					Southampton Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()('	eak our	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:	Dead End	1						
(772)	0.17	200	R	<u> </u>		N	IA			NA		12/13/2000
				To-	87-650							
	0.42	240	ь	From:	US 58		١٨			NΙΔ		12/12/2000
775)	0.42	210	R	To:	US 58 BUS]	IA			NA		12/13/2000
				From:	87-1003							
(1001)	0.10	360	R			N	IA			NA		12/13/2000
				To: From:	87-1002	}						
(1001)	0.15	350	R			١	IA			NA		12/13/200
				To: From:	87-642	<u> </u>						
(1002)	0.09	120	R	From:	87-1001	J	IA			NA		12/13/200
(1002)	0.00	120		To-	87-641]				147.		12/10/200
				From:	87-1010							
(1003)	0.15	430	R			N	IA			NA		12/13/2000
				To: From:	87-1001							
(1003)	0.10	330	R	т	07.641	١ ١	IA			NA		12/13/2000
				From:	87-641]						
(1004)	0.07	80	R	r ioni.	87-1008	J	IA			NA		12/13/2000
(1004)	0.0.			To:	87-641]						
				From:	Dead End							
(1005)	0.08	60	R	_		١	IA			NA		12/13/2000
				To:	87-1006							
(1000)	0.06	110	R	From:	87-1005	J	ΙA			NA		12/13/2000
1006	0.00	110	- 1	To:	87-1008	1				IVA		12/10/2000
(1006)	0.07	260	R	From:	87-1008	N	IA			NA		12/13/2000
				To:	87-641	<u> </u>						
(1006)	0.40	180	R	From:		N	IA			NA		12/13/2000
				To:	87-646							
\bigcirc			_	From:	87-1008							10/00/000
(1007)	0.07	70	R	To:	87-641]	IA			NA		12/20/2000
				From:	Dead End	I						
(1008)	0.07	40	R	<u> </u>	Dead End	N	IA			NA		12/20/2000
				To:	87-1006	 						
1008	0.07	90	R	rioni.		N	IA			NA		12/20/2000
				From:	87-1007]						
1008	0.07	100	R	. —		١	IA			NA		12/20/2000
				To:	87-1004	<u> </u>						
(1009)	0.20	110	R	From:	87-641; 87-642]	IA			NA		12/20/2000
(1009)	0.20	110	- 1	To:	Dead End]				IVA		12/20/2000
				From:	87-641							
(1010)	0.20	430	R	-		N	IA			NA		12/20/2000
<u> </u>				From	87-1003							
1010	0.05	200	R			N	IA			NA		12/20/2000
				To:	Dead End							
1045	0.06	30	R	From:	Dead End	j ,	IA			NA		12/20/2000
1015	0.00			To:	07 1017	'` 						.2.20,2000
1015	0.84	200	R	From:	87-1016	N	IA			NA		12/20/2000
	-	-		To:	87-643							

					Southampton Maintenance Area			D:			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Southampton County				From:	Cul-de-Sac	i					
1016)	0.06	60	R		Cui-de-Sac	I NA			NA		12/20/200
				To:	87-1015						
				From:	Cul-de-Sac						
1017)	0.35	120	R	To:	87-1015	NA I			NA		12/20/200
				From:	87-714						
1101)	0.16	970	R	<u> </u>	07-717	NA NA			NA		12/20/200
				To:	Dead End						
				From:	87-1103						
1102	0.28	140	R	To:	Dead End	NA I			NA		12/20/20
				From:	87-714						
1103	0.04	210	R		0/-/14	I NA			NA		12/20/20
				To:	87-1102]					
1103)	0.17	80	R	From:	07 1102	NA			NA		12/20/20
				To:	Dead End						
				From:	Dead End						
1104	0.26	270	R	To:	87-714	NA I			NA		12/20/200
				From:							
1110	0.21	190	R	r tonii.	Dead End	NA NA			NA		12/20/20
1110				To:	87-687						
				From:	87-687						
1111)	0.06	240	R			NA			NA		12/20/20
				To-	87-1112						
	0.09	120	R	From:	Dead End	NA			NA		12/20/20
(1112)	0.09	120	K	. —		INA 1			INA		12/20/200
	0.08	70	R	From:	87-1111	NA			NA		12/20/200
1112	0.00	70	• • • • • • • • • • • • • • • • • • • •	To:	Dead End]			14/1		12/20/20
Town of Ivor											
				From:	87-622						10/00/00
(1201)	0.11	240	R			NA			NA		12/20/200
$\overline{}$	0.44	070	_	From:	87-1203	NIA.			NIA		40/00/00
(1201)	0.11	270	R			NA •			NA		12/20/200
\bigcirc	0.09	350	R	From:	87-1204	NA			NA		12/13/200
1201)	0.09	330	K	To:	87-616]			INA		12/13/20
				From:	87-1203						
1202	0.11	210	R			NA			NA		12/13/20
				To: From:	87-1204						
1202)	0.09	310	R			NA			NA		12/13/200
				To:	87-616						
\bigcirc	0.40	222	-	From:	87-1201	N.1.A			NIA		40/40/00
1203	0.16	200	R			NA			NA		12/13/200
	0.10	150	R	From:	87-1202	NA			NA		12/13/200
1203	0.10	150	ĸ	To:	Dead End	INA			INA		12/13/200
				From:	87-622	· 					
1204)	0.13	340	R		U. Vann	NA			NA		12/13/200
				To: From:	87-1201						
(1204)	0.15	200	R	riom:		NA			NA		12/13/200
				To-	87-1202						

Route	Length	AADT	QA	4Tire	BusTruckTruck 2Trail 2Trail	\cap C	(.)	Dir Factor	AAWDT	QW	Year
Town of Ivor				From:				1 40101			
(1205)	0.03	110	R		Dead End	N	A		NA		12/13/2000
				To:	87-620						
\bigcirc	0.00	040		From:	Dead End	N	^		NIA		40/40/0000
(1206)	0.08	240	R	To:	87-616	N I	A		NA		12/13/2000
Town of Bovkins											
	0.40	500	-	From:	SR 35		^		NIA		40/40/0000
(1301)	0.12	560	R			N	A		NA		12/13/2000
(1201)	0.08	260	R	From:	87-1307	N	Α		NA		12/13/2000
(1301)	0.00		.``	Tar	87-1310						12/10/2000
(1301)	0.07	160	R	From:	07-1310	l N	Α		NA		12/13/2000
				To:	87-1311						
\bigcirc				From:	Dead End		_				
(1302)	0.05	40	R			N	A		NA		12/13/2000
	0.06	240	R	From:	87-1303	N	^		NΙΛ		12/12/2000
1302	0.06	210	ĸ	To:	SR 35	N I	A		NA		12/13/2000
				From:	87-1302						
(1303)	0.13	120	R			N	A		NA		12/13/2000
				To:	87-1312						
	0.23	240	R	From:	87-1305	l N	۸		NA		12/13/2000
1304	0.23	240	K	To:	87-1307		^		INA		12/13/2000
				From:	SR 35						
(1305)	0.36	210	R			N	A		NA		12/13/2000
				To: From:	SR 186 EAST SR 186 WEST						
1305	0.12	240	R		SK 100 WEST	N	A		NA		12/13/2000
				To:	87-1304						
\bigcirc	0.40	4000	_	From:	SR 35						40/40/0000
(1306)	0.12	1200	R			. N	A		NA		12/13/2000
(1000)	0.09	370	R	From:	87-1307	N	Δ		NA		12/13/2000
1306	0.03	370		To:	97 1210				14/-3		12/13/2000
(1306)	0.06	270	R	From:	87-1310	N	A		NA		12/13/2000
				To:	87-1311						
(1306)	0.08	190	R	From:	27. 2	N	Α		NA		12/13/2000
				To:	Dead End						
\bigcirc	0.00	450	-	From:	87-1301		^		NIA		40/40/0000
(1307)	0.06	150	R	_		. N	A		NA		12/13/2000
(1007)	0.07	140	R	From:	87-1306	N	Δ		NA		12/13/2000
(1307)	0.07	1-10	• • • • • • • • • • • • • • • • • • • •	To:	97 1200	. · ·			147 (12/10/2000
(1307)	0.02	210	R	From:	87-1309	N	Α		NA		12/13/2000
				To:	87-1304						
				From:	87-1305		_				
(1308)	0.11	220	R	To:	SR 35	N I	A		NA		12/13/2000
				From:	87-1307						
(1309)	0.08	180	R	<u> </u>	0/-130/	N	A		NA		12/13/2000
				To:	87-1310						
(1309)	0.07	150	R	From:		N	A		NA		12/13/2000
\mathcal{O}				To	87-1311						

					Southampton Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	 Il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Bovkins				From:	87-1311	1						
(1309)	0.03	90	R		07-1311	_	NA			NA		12/13/200
				To:	Dead End							
(1210)	0.06	100	R	From:	87-1301		NA			NA		12/13/200
(1310)	0.00	100		To:	87-1306	1	14/ (147.		12/10/200
(1310)	0.07	140	R	From:	07-1300	_	NA			NA		12/13/200
				To: From:	87-1309]						
1310	0.03	160	R	To:	D. IF I	7	NA			NA		12/13/20
				From:	Dead End 87-1301	<u>!</u> I						
1311)	0.05	80	R		67-1301		NA			NA		12/13/20
				To: From:	87-1306]						
1311)	0.07	90	R			_	NA			NA		12/13/20
				To:	87-1309							
Southampton County				From:	Dead End							
(1312)	0.10	710	R			_	NA			NA		12/19/200
				To	WCL Boykins							
Town of Bovkins				From:	WCL Boykins							
(1312)	0.09	710	R			_	NA			NA		12/19/20
				To: From:	SR 35 NORTH SR 35 SOUTH							
1312)	0.06	170	R		23300 2 0 0 3 1 2	_	NA			NA		12/19/20
				To:	87-1313							
	0.09	100	R	From:	Dead End		NA			NA		12/19/20
1313	0.09	100		To:	87-1312	1	INA			INA		12/19/20
				From:	87-1317							
1314	0.14	60	R				NA			NA		12/19/20
				From:	87-1305]						10/10/00
1314	0.10	70	R	To-	Dead End	1	NA			NA		12/19/20
				From:	Dead End							
1315)	0.10	60	R				NA			NA		12/19/20
				From:	87-1305]						
1315)	0.05	40	R	To:	Dead End	7	NA			NA		12/19/20
				From:	Dead End	1						
1316)	0.06	50	R		Dead End		NA			NA		12/19/20
				To-	87-1305							
\bigcirc	0.05	N14		From:	87-1315		N1.0			NIA		
1317	0.05	NA				_	NA			NA		
(1317)	0.09	90	R	From:	87-1314		NA			NA		12/19/200
1317)				To:	SR 186							
Southampton County												
	0.05	110	R	From:	87-1325		NA			NA		12/19/200
(1318)	0.03	110	- 11	To:	NCL Boykins		11/7			INA		121131200
Town of Bovkins												
	0.02	110	R	From:	NCL Boykins	J	NA			NA	_	12/19/200
(1318)	0.02	110	N	To:	SR 35	7	IVA			INA		12/13/200

					Southampton Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:	D. IE.							
(1319)	0.02	180	R	FIOIII.	Dead End	J	NA			NA		12/19/2000
(1319)	0.02	.00	.`	To	WCL BOYKINS							12/10/2000
Town of Bovkins												
	0.00	222		From:	WCL BOYKINS		N.1.A			NIA		40/40/0000
(1319)	0.09	230	R	To:	87-1303	1	NA			NA		12/19/2000
				From:	SR 35	! 						
1320	0.04	20	R	<u> </u>	SK 33	1	NA			NA		12/19/2000
				To:	Dead End							
\bigcirc				From:	SR 35]						
(1321)	0.15	120	R				NA			NA		12/19/2000
				To: From:	87-1322]						10/10/0000
(1321)	0.18	220	R	To:	SR 35	1	NA			NA		12/19/2000
				From:	87-1321							
(1322)	0.02	50	R		0/-1321	J	NA			NA		12/19/2000
(1022)				To:	Dead End							
Southampton County												
	0.44	50	_	From:	SR 186]	NI A			NIA		40/40/0000
(1323)	0.11	50	R	To:	Dead End	1	NA			NA		12/19/2000
Town of Doyling					Dead Lind							
Town of Bovkins				From:	Dead End							
(1324)	0.20	30	R			-	NA			NA		12/19/2000
				To:	SR 35							
\bigcirc	0.01	100	В	From:	87-1312]	NIA			NIA		12/10/2000
(1325)	0.01	100	R	To:	NCL BOYKINS	1	NA			NA		12/19/2000
Southampton County					NCE BOTRING							
Southampton County				From:	NCL Boykins							
(1325)	0.13	100	R			7	NA			NA		12/19/2000
				To:	87-1318							
	0.06	280	R	From:	Dead End		NA			NA		12/19/2000
(1326)	0.00	200	K	To:	87-670	1	INA			INA		12/19/2000
				From:	Dead End							
(1327)	0.09	NA		<u> </u>	Dead Lind	1	NA			NA		
				To:	SR 186							
				From:	Dead End							
(1401)	0.35	40	R	To		1	NA			NA		12/19/2000
				10	WCL NEWSOMS							
Town of Newsoms				From:	WCL NEWSOMS							
(1401)	0.40	90	R			1	NA			NA		12/19/2000
				To:	87-673	—						
(1401)	0.35	230	R	From:		_	NA			NA		12/19/2000
				To:	Dead End							
				From:	87-673							
(1402)	0.38	200	R	т	FOL NEWSONS	1	NA			NA		12/19/2000
				To:	ECL NEWSOMS							
Southampton County				From:	ECL NEWSOMS							
(1402)	0.27	130	R	<u> </u>		_	NA			NA		12/19/2000
\cup				To:	Dead End							

					Southampton Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Newsoms				From:	87-1405	1						
(1403)	0.06	300	R		07-1405	1	NA			NA		12/19/2000
<u> </u>				To: From:	87-671]						
(1403)	0.13	180	R	To:	87-709	Ī	NA			NA		12/19/2000
Southampton County												
	0.14	350	R	From:	87-671		NA			NA		12/19/2000
(1404)	0.14	330	K	То:	WCL NEWSOMS		INA			INA		12/19/2000
Town of Newsoms						ı						
(1404)	0.30	360	R	From:	WCL NEWSOMS	ļ	NA			NA		12/19/2000
				To:	87-673							
\bigcirc			_	From:	Dead End							
(1405)	0.13	160	R	_		1	NA			NA		12/19/2000
1405	0.08	110	R	From:	87-1403		NA			NA		12/15/2000
(1405)				To:	Dead End; Gap Terminus]						
(1405)	0.10	70	R	From:	Bead End, Sup Terrinnus		NA			NA		12/15/2000
				To:	87-709							
Town of Courtland				From:	SR 35							
(1501)	0.09	320	R	<u>. </u>	511.50	ı	NA			NA		12/15/2000
				To: From:	87-1503							
(1501)	0.09	110	R	To:	07.1504	1	NA			NA		12/15/2000
				From:	87-1504 SR 35							
(1502)	0.09	300	R	<u> </u>	SK 33	l	NA			NA		12/15/2000
				To: From:	87-1503	 						
1502	0.09	250	R			-	NA			NA		12/15/2000
<u> </u>				To: From:	87-1504							40/45/000
(1502)	0.09	220	R	To:	87-1505]	NA			NA		12/15/2000
				From:	87-646							
(1503)	0.20	340	R				NA			NA		12/15/2000
			_	From:	87-1508	}						
(1503)	0.05	140	R				NA			NA		12/15/2000
(1502)	0.05	160	R	From:	87-1514		NA			NA		12/15/2000
(1503)	0.00	100		To:	87-1502]	147 (147.		12/10/2000
(1503)	0.10	170	R	From:	67-1302	J	NA			NA		12/15/2000
				To: From:	87-1501	 						
(1503)	0.20	130	R			,	NA			NA		12/15/2000
				To: From:	87-1529	l I						
(1504)	0.10	70	R		87-1508	1	NA			NA		12/15/2000
				To: From:	87-1502	1						
(1504)	0.10	50	R				NA			NA		12/15/2000
				To:	87-1501							
4505	0.14	160	R	From:	87-646	l	NA			NA		12/15/2000
(1505)	0.17	.50		To:	87-1508]	14/4			INA		.2, 10,2000
(1505)	0.10	140	R	From:	07-1500		NA			NA		12/15/2000
\bigcup				To:	87-1502							

					Southampton Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	()K	Dir Factor	AAWDT	QW	Year
Town of Courtland				From:	87-1507						
(1506)	0.12	80	R	<u> </u>	0/-130/	I NA			NA		12/15/200
				To:	87-611						
				From:	87-1522						
(1507)	0.08	46	R			N/			NA		12/15/200
<u> </u>				To- From:	87-1506						
(1507)	0.03	8	R	_		N.A			NA		12/15/200
				To:	Dead End						
	0.08	250	R	From:	SR 35	l NA			NA		12/15/200
1508	0.06	250	K			IN/-	L		IVA		12/13/200
\bigcirc	0.09	120	R	From:	87-1503	N/			NA		12/15/200
1508	0.09	120	K			111/-			INA		12/13/200
\bigcirc	0.09	100	R	From:	87-1504	N <i>A</i>			NA		12/15/200
1508	0.09	100	K	To:	87-1505	11/-			INA		12/13/200
				From:	87-611						
1509	0.09	910	R	<u> </u>	07 011	N.A			NA		12/15/200
				To:	87-1510						
(1509)	0.10	780	R	From:	07-1310	N.A			NA		12/15/200
				To	87-1515						
1509	0.10	690	R	From:	07-1313	N.A			NA		12/15/200
				To	87-646						
				From:	US 58 BUS						
1510	0.20	580	R			N/			NA		12/15/200
				To:	87-1509						
	0.44	4=0	_	From:	87-646						40/45/000
(1511)	0.11	470	R	To:	US 58 BUS	N.A			NA		12/15/200
				From:							
1512)	0.06	40	R		Dead End	N.A			NA		12/15/200
(1312)				To:	SR 35						
				From:	Dead End						
1513)	0.08	120	R			N/			NA		12/15/200
				To:	US 58 BUS						
\bigcirc			_	From:	SR 35						
1514	0.08	80	R	To:	07.1503	N.A			NA		12/15/200
				From:	87-1503						
1545	0.07	80	R	riom.	Dead End	l NA			NA		12/15/200
1515	0.07	00		To:	87-1509				14/1		12/10/200
				From:	87-1526						
1516	0.08	250	R			N.A			NA		12/15/200
				To: From:	87-1517						
1516	0.24	290	R	rioin.		N/			NA		12/15/200
				To:	US 58 BUS						
\bigcirc	_	_	_	From:	87-1518						
1517)	0.10	70	R			N/A			NA		12/19/200
				To: From:	87-1516						
1517)	0.05	20	R	To:	D1E1	N/A	ı		NA		12/19/200
					Dead End						
4540	0.14	30	R	From:	Dead End	l NA			NA		12/19/200
1518	0.14	30	Λ.			19 <i>7-</i> I	L		INA		12/13/200
4540	0.22	200	R	From:	87-1521	NA NA			NA		12/19/200
(1518)	0.22	200	11	To:	87-1517	14/-			11/7		12/13/200

					Couli ampton Mantenano						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T	rail 2Trail QC	Peak Hour	Dir QK Factor	AAWDT	QW	Year
Town of Courtland				From:	87-1517	1					
(1518)	0.21	280	R	<u> </u>	6/-131/		NA		NA		12/19/2000
				To: From:	87-1520						
1518)	0.17	330	R				NA		NA		12/19/2000
	0.09	410	R	From:	87-1519		NA		NA		12/19/2000
1518	0.09	410	K	To:	US 58 BUS		INA		INA		12/19/2000
				From:	87-1518						
(1519)	0.05	40	R	To:	D 1E 1		NA		NA		12/19/2000
				From:	Dead End 87-1518						
(1520)	0.14	90	R		67-1316		NA		NA		12/19/2000
				To:	Dead End						
\bigcirc	0.54	830	_	From:	87-1526		NIA		NA		12/19/2000
(1521)	0.54	030	R	To:	US 58 BUS		NA		NA		12/19/2000
				From:	US 58 BUS						
(1522)	0.40	1400	R	т	07.611		NA		NA		12/19/2000
				From:	87-611 87-1522	1					
(1523)	0.15	170	R		87-1322		NA		NA		12/19/2000
				То:	Dead End						
Southampton County				From:	US 58 BUS						
(1524)	0.24	80	R		US 38 BUS		NA		NA		12/19/2000
				To-	Dead End						
\bigcirc	0.47	420		From:	ECL COURTLAND		NIA		NIA		40/40/0000
(1525)	0.17	130	R	To:	US 58 BUS		NA		NA		12/19/2000
				From:	Cul-de-Sac						
1526	0.11	130	R				NA		NA		12/19/2000
				To: From:	87-1533						10/10/0000
1526	0.19	240	R	To-	SCL Courtland		NA		NA		12/19/2000
Town of Courtland					20-20	•					
	0.00	040		From:	SCL Courtland		NIA		NIA		40/40/0000
(1526)	0.22	240	R	To:	87-1521; Gap Terminus		NA		NA		12/19/2000
				From:	Dead End; Gap Terminus						1011010000
(1526)	0.53	230	R	To:	Dead End		NA		NA		12/19/2000
				From:	87-1530						
1528	0.08	170	R				NA		NA		12/19/2000
				To:	87-1522	_					
Southampton County				From:	87-1503						
(1529)	0.15	40	R				NA		NA		12/19/2000
				To:	Cul-de-Sac	<u> </u>					
(1530)	0.10	170	R		US 58 BUS		NA		NA		12/19/2000
				To:	Dead End						
Town of Courtland				From:	Dood FJ	1					
(1531)	0.18	960	R		Dead End		NA		NA		12/19/2000
				To:	SR 35						

					Southampton Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC 1	(.)K	AAWDT Q\	N Year
Southampton County				From:	LIC 50 DUC	1			
(1532)	0.14	50	R	T TOILL.	US 58 BUS	NA		NA	12/19/200
(1332)				To	Dead End]			
				From:	87-1526]			
1533	0.12	30	R	To:	0.11.0	NA 1		NA	12/19/200
				From:	Cul-de-Sac				
(1534)	0.03	40	R		87-1533	NA		NA	12/19/200
				To:	Cul-de-Sac				
Town of Courtland				From:		T			
(1535)	0.10	20	R	From:	87-1522	NA		NA	12/19/200
(1535)	0.10			To:	Dead End	1			12/10/200
Southampton County									
	0.10	470	ь	From:	87-1526]		NIA	12/10/200
(1536)	0.19	170	R	To:	Cul-de-Sac	NA 1		NA	12/19/200
Town of Branchville						•			
			_	From:	Dead End				
(1601)	0.38	30	R	To:	87-730	NA 1		NA	12/19/200
				From:	87-730				
(1602)	0.18	20	R	<u> </u>	6/-/30	NA		NA	12/19/200
				To:	SR 186				
Southampton County						T.			
	0.18	180	R	From:	87-649	J NA		NA	12/19/200
(1701)	0.10	100		To:	97.1703	1		INA	12/13/200
(1701)	0.08	230	R	From:	87-1702	NA		NA	12/20/200
(1701)				To:	87-687				
				From:	87-1701				
(1702)	0.11	170	R	To:	OF 510	NA 1		NA	12/20/200
				From:	87-649				
(1703)	0.26	250	R	F10111	87-687	NA NA		NA	12/20/200
(1703)	0.20			To:	87-1712	1			
(1703)	0.06	70	R	From:	0/-1/12	NA		NA	12/20/200
				To:	Dead End				
\bigcirc				From:	Dead End				
(1704)	0.05	30	R			NA		NA	12/20/200
$\overline{}$	0.45	440		From:	87-1709	, NA		NIA	10/00/000
(1704)	0.15	110	R	To:	87-649	NA]		NA	12/20/200
				From:	87-1706	<u> </u>			
1705)	0.09	100	R	<u> </u>	3, 3, 3	NA		NA	12/20/200
				To: From:	87-1707	1			
(1705)	0.07	310	R			NA		NA	12/20/200
				To:	87-644				
\cap	0.07	070	Б	From:	87-649	NIA.		NIA	12/20/200
(1706)	0.07	970	R	_		NA		NA	12/20/200
4700	0.09	910	R	From:	87-1707	NA		NA	12/20/200
(1706)	0.08	310	11	Tar	07.1705	11/4		INC	121201200
(1706)	0.09	810	R	From:	87-1705	NA		NA	12/20/200
	0.00			To:	87-1714	1			
									

					South	nampton Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Southampton County									11001		1 dotor			
	0.12	660	R	From:		87-1714			NA			NA		12/20/2000
(1706)	0.12	000	IX	To		97 1707			INA			INA		12/20/2000
(1706)	0.10	590	R	From:		87-1707			NA			NA		12/20/2000
				Ta		87-1731								
(1706)	0.18	300	R	From:					NA			NA		12/20/2000
				To:		87-1730								
	0.14	120	R	From:		87-1706			NA			NA		12/20/2000
(1707)	0.14	120	K	т		05 1505			INA			INA		12/20/2000
(1707)	0.07	250	R	From:		87-1705			NA			NA		12/20/2000
1707)	0.0.			To:		87-1714								
(1707)	0.22	130	R	From:		0/-1/14			NA			NA		12/20/2000
\bigcup				To:		87-1706								
\bigcirc				From:		87-1709								
(1708)	0.10	210	R	To:		87-649			NA			NA		12/20/2000
				From:		Dead End								
(1709)	0.10	110	R	<u> </u>		Dead End			NA			NA		12/20/2000
\bigcup				To: From:		87-1708								
1709	0.07	70	R	rioiii.					NA			NA		12/20/2000
				To: From:		87-1728	}							
(1709)	0.10	120	R						NA			NA		12/20/2000
				To:		87-1704								
(1740)	0.20	410	R	From:		87-706			NA			NA		12/20/2000
(1710)	0.20	410		To:		87-1711			147 (147.		12/20/2000
1710	0.20	340	R	From:		8/-1/11			NA			NA		12/20/2000
				To:		87-1729								
1710	0.34	90	R	From:					NA			NA		12/20/2000
				To: From:		87-1711								
(1710)	0.08	150	R						NA			NA		12/20/2000
				To:		87-706								
(1711)	0.23	80	R	From:		87-1710			NA			NA		12/20/2000
	0.20			To:		87-1710								12/20/2000
				From:		87-1713								
1712	0.09	80	R						NA			NA		12/20/2000
				To:		87-1703								
(1713)	0.05	60	R	From:		Dead End			NA			NA		12/20/2000
1713)	0.00			Tax		87-1712								,,
(1713)	0.29	240	R	From:		0/-1/12			NA			NA		12/20/2000
				To:		87-687								
\bigcirc				From:		87-1706								40,000,000
1714	0.11	60	R	To:		87-1707			NA			NA		12/20/2000
				From:		NCL FRANKLIN	+							
1715)	0.18	130	R	<u> </u>		NOE I MANKEIN			NA			NA		12/20/2000
				To: From:		87-1717								
(1715)	0.09	80	R						NA			NA		12/20/2000
				To:		Dead End								

Route	Lenath	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	Peak	QK	Dir	AAWDT	QW	Year
Southampton County	, and the second					2Axle 3+Axle 1Tr	ail 2Trail		Hour		Factor			
	0.08	570	R	From:		87-641			NA			NA		12/20/2000
(1717)	0.00	010		To:		87-1715			147 (147.		12/20/2000
1717)	0.08	460	R	From:		07-1713			NA			NA		12/20/2000
				From:		87-1733								
1717)	0.30	320	R	To:		Cul-de-Sac	1		NA			NA		12/20/2000
_				From:		87-1709								
1728	0.05	30	R						NA			NA		12/21/2000
				To:		Cul-de-Sac								
1729	0.04	50	R	From:		Dead End			NA			NA		12/21/2000
1729				То:		87-1710								
\sim				From:		87-1731								
1730	0.06	170	R						NA			NA		12/21/2000
	0.12	70	R	From:		87-1732			NA			NA		12/21/2000
1730	0.12	70	IX.	To:		87-1706			INA			INA		12/2 1/2000
1730	0.11	60	R	From:		87-1700			NA			NA		12/21/2000
				To:		Dead End								
\bigcirc	0.00	400	_	From:		87-1706			.			NIA		40/04/0000
1731)	0.09	180	R						NA			NA		12/21/2000
4724	0.09	130	R	From:		87-1730			NA			NA		12/21/2000
1731	0.00			To:		87-1740								12/21/2000
1731)	0.09	70	R	From:		07 17 10			NA			NA		12/21/2000
				To: From:		87-1739								
1731)	0.08	240	R	To:		07.644	1		NA			NA		12/21/2000
				From:		87-644 87-1730								
1732	0.06	47	R			87-1730			NA			NA		12/21/2000
				To:		Cul-de-Sac								
\bigcirc	0.00			From:		87-1717			.			NIA		40/04/0000
(1733)	80.0	90	R	To:		Dead End			NA			NA		12/21/2000
				From:		Cul-de-Sac								
1735)	0.06	30	R						NA			NA		12/21/2000
				To: From:		87-1717								
1739	0.08	70	R	FIOIII.		Cul-de-Sac			NA			NA		12/21/2000
				To:		87-1731								
$\overline{}$		_		From:		Cul-de-Sac								
1740	0.06	70	R						NA			NA		12/21/2000
	0.07	70	R	From:		87-1731			NA			NA		12/21/2000
(1740)	0.07			To:		Cul-de-Sac								12/21/2000
				From-	8	37-01731(B)/87-01739(U)	/							
1741)	0.06	NA		To:		C-1 1- C/			NA			NA		
				From:	CD	Cul-de-Sac/ -00035(B)/APPROXIMA	TE							
9390)	0.45	NA			SK-	-00033(D#AFFROAIMA	112		NA			NA		
				To:		US-00058(B)/								
$\overline{}$	0.40	400	_	From:		CAPRON ELEM SCH			NIA			NIA		10/10/0000
(9573)	0.10	190	R	To:		US 58			NA			NA		12/13/2000

Town of Ivor	Year 12/13/200 12/13/200
HINTERDALE ELEM SCH	
NA	
Town of Nor	12/13/200
NA	12/13/200
S7-616 S7-1505 NA	12/13/200
Southamnton County SR 186	
Southammton County Southam	
To COURTLAND ELEM SCH SR 186 NA NA NA 1	12/13/200
SR 186	
Second Parenth Seco	
City of Franklin 1	12/13/200
North Dr	
North Dr 0.08 1000 G 97% 2% 0% 1% 0% 0% 0% 0% 0% 0	
Crescent DF	2002
Second Street Second Stree	
South St	2002
Maplewood St 0.47 1100 G 97% 2% 0% 1% 0% 0% 0% 0% 0% 0	2002
Washington St	
SCL Franklin SCL	2002
3903 Pretlow St 1.12 2100 G	
3903 Pretlow St 0.15 3600 G	2002
15 MN Morton St 15 MN Morton St 15 MN Morton St 16 MN Morton St 16 MN Morton St 17 MN Morton St 18 MN Mort	
3903 Pretlow St 0.07 3800 G 92% 1% 4% 1% 1% 0% C 0.091 F 0.601 4000 G	2002
South St	2002
3903 Pretlow St 0.32 4500 G 92% 1% 4% 1% 1% 0% F 0.091 F 0.598 4800 G	2002
To South St South St WCL Franklin WCL Franklin WCL F	2002
Armory Dr 0.70 15000 G 95% 0% 2% 0% 2% 0% F 0.087 F 0.569 16000 G Second Press Second P	
3904 Armory Dr 0.44 17000 G 95% 0% 2% 0% 2% 0% F 0.093 F 0.501 18000 G	2002
Armory Dr 0.44 17000 G 95% 0% 2% 0% 2% 0% F 0.093 F 0.501 18000 G	2002
(allow Dr.	2002
Armory Dr 0.56 8200 G 95% 0% 2% 0% 2% 0% C 0.094 F 0.579 8600 G	2002
To Gardner St	
Armory Dr 0.09 8600 G 95% 0% 2% 0% 2% 0% F 0.09 F 0.576 9100 G Second Ave	2002
From: Armory Dr	
(3904) Second Ave 0.23 8000 G 96% 0% 2% 0% 1% 0% F 0.091 F 0.585 8400 G	2002
High St High St Gamma Second Ave 0.15 6000 G 96% 0% 2% 0% 1% 0% C 0.098 F 0.512 6300 G	2002
(3904) Second Ave 0.15 6000 G 96% 0% 2% 0% 1% 0% C 0.098 F 0.512 6300 G To US 258 Main St	2002
From: Magnolia St	
(3905) High St 0.15 300 G 86% 2% 1% 3% 8% 0% F NA 310 G	2002
Birch St	2002
(3905) High St 0.06 470 G 86% 2% 1% 3% 8% 0% C 0.096 F 0.837 490 G	2002
South St	
(3905) High St 0.30 4100 G 86% 2% 1% 3% 8% 0% F 0.096 F 0.573 4300 G	2002

					Journ	nampton Mainten	ance Ai	ca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Franklin						ZAXIC STAXIC	TITAL	ZITAII		rioui		i actor			
				From:		2nd Ave									
(3905) High St	0.10	4300	G	86%	2%	1% 3%	8%	0%	F	0.096	F	0.554	4500	G	2002
14:1				To: From:		US 58 4th Ave									
O Himb Ct	0.00	0400	_		40/	US 58 P Lee St	40/	00/	0	0.007	_	0.0	2200	_	2002
(3905) High St	0.20	2100	G	93%	1%	2% 3%	1%	0%	С	0.097	F	0.6	2300	G	2002
_				To: From:		Beaman St									
3905 High St	0.19	3700	G	93%	1%	2% 3%	1%	0%	F	0.13	F	0.694	3900	G	2002
145				To:		Homestead Rd									
				From:		Homestead Dr									
(3905) High St	0.39	3400	G	94 <u>%</u>	1%	2% 1%	1%	0%	С	0.112	F	0.566	3600	G	2002
				To: From:		Fairview Rd									
C High Ct	4.07	4700	_	<u> </u>	40/	Fairview Dr	40/	00/	_	0.447	_	0.004	4000	_	2002
3905 High St	1.37	1700	G	94% To:	1%	2% 1%	1%	0%	F	0.117	F	0.694	1800	G	2002
						NCL Franklin									
				From:		South St									
3907 College Dr	0.19	8100	G	96%	1%	1% 1%	2%	0%	С	0.091	F	0.524	8500	G	2002
14:3				To:		Maplewood Av									
3907) College Dr	0.28	9500	G	96%	1%	1% 1%	2%	0%	F	0.09	F	0.522	10000	G	2002
College Dr	0.20				.,,				•	0.00	•	0.022			
O 0 11 - D			_	From:	101	Armory Dr			_		_		10000		
3907 College Dr	0.14	12000	G	96%	1%	1% 1%	2%	0%	F	0.105	F	0.646	12000	G	2002
				To: From:		SR 379 Stewart I)r	-							
3907 College Dr	0.62	11000	G	96%	1%	1% 0%	2%	0%	F	0.097	F	0.587	12000	G	2002
145				To		C D 1									
College Dr	0.12	11000	G	From: 96%	1%	Sycamore Rd 1% 0%	2%	0%	F	0.096	F	0.574	12000	G	2002
3907 College Dr	0.12	11000	G	90 76 To:	170		270	070	F	0.090	Г	0.574	12000	G	2002
				From:		Clay St Bus US 58 Clay	St								
3907) Hunterdale Rd	0.19	11000	G	96%	1%	1% 0%	2%	0%	С	0.09	F	0.589	12000	G	2002
Hunterdale Rd	0.10		Ŭ	0070	1 70	170 070	270	070	O	0.00	•	0.000	12000	Ü	2002
$\overline{}$				From:		Fairview Dr									
Hunterdale Rd	0.60	6800	G	96%	1%	1% 0%	2%	0%	F	NA			NA		2002
•				To: From:		North Dr		1							
3907) Hunterdale Rd	0.71	6300	G	96%	1%	1% 0%	2%	0%	F	0.103	F	0.652	6600	G	2002
Hunterdale Rd				To:		NCL Franklin									
				From:				-							
3909 Roosevelt St	0.19	420	G	96%	1%	South St 3% 0%	0%	0%	F	0.104	F	0.702	440	G	2002
Roosevelt St	0.19	420	G	90 /6 To:	1 /0			0 /0	ı	0.104		0.702	440	G	2002
						Maplewood Av	3								
				From:		Clay St									
3910 Homestead Rd	0.42	530	G	96 <u>%</u>	1%	3% 0%	0%	0%	С	0.12	F	0.583	560	G	2002
(143)				To:		High St									
				From:		Armory Dr									
3911) Gardner St	0.22	1300	G	96%	1%	3% 0%	0%	0%	F	0.111	F	0.550	1400	G	2002
3911) Gardner St				To:		Charles St									
				From:		Charles Street									
3911 Gardner St	0.07	NA								NA			NA		
145				To:		C4US 58									
				From:		Hunterdale Rd									
3912) Fairview Dr	0.25	6300	G	98%	0%	1% 1%	0%	0%	F	0.089	F	0.562	6600	G	2002
Fairview Dr	0.20	0000	•	0070	0 70		0 70	070	•	0.000	•	0.002	0000	Ū	2002
<u> </u>				From:		Crescent Dr			_						
3912 145 Fairview Dr	0.66	4900	G	98%	0%	1% 1%	0%	0%	С	0.103	F	0.633	5100	G	2002
				To-		High St									
				From:		Clay St									
3913 Southampton Rd	0.21	470	G	98%	0%	1% 1%	0%	0%	F	0.100	F	0.697	490	G	2002
145/				To:		Cypress Ave									
				From:		Morton St		i							
						IVIOLIOII St									
Ranks St	U 38	3600	G	070/	10/	1% 1%	10/_	∩0/-	\sim	0.007	⊏	0.5/1	2200	G	აიია
(3914) Banks St	0.38	3600	G	97%	1%	1% 1% South St	1%	0%	С	0.097	F	0.541	3800	G	2002

		Soutnampton Maintenance Area														
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Franklin				From:		D	1 0									
Morton St	0.30	1500	G	93%	2%	3%	1% ak St	1%	0%	F	0.095	F	0.554	1600	G	2002
1915 Morton St	0.23	1400	G	93% To:	2%	Oak 3%	Street 1%	1%	0%	С	0.095	F	0.536	1500	G	2002
				From:			low St									
Orescent Dr	0.66	680	G	92% To:	3%	4%	0% rth Dr	1%	0%	С	0.133	F	0.649	720	G	2002
				From:		High	Street									
Beamen St.		NA									NA			NA		
				To:		Fontai	ne Street									
				From:		Sou	ıth St								_	
Bruce St.		1300	G	To:		Cool S	pring St.				0.096	F		1400	G	2002
				From:					<u> </u>							
Delk St.		1500	G	rioifi:		Sou	uth St				0.124	F		1500	G	2002
Deik St.		1500	G	To:		Mari	iner St.				0.124			1300	G	2002
				From:			nen St.		1							
Fontaine St.		330	G	<u> </u>		Deal	iicii St.				0.149	F		350	G	2002
				To:		Norf	fleet St									
				From:		Home	stead Rd									
Forest Pine Rd.		1100	G		Crescent Dr						0.099	F		1100	G	2002
				To:	Crescent Dr Bolling St.											
				From:	Bolling St.											
Laurel St.		630	G	_	Ashton Ave						0.096	F		660	G	2002
				To:	Ashton Ave Hunterdale Rd											
				From:								_		400		
Magnolia Ave		130	G	To:	Dead End						0.119	F		130	G	2002
				From:												
Meadow Lane		130	G	FIOII.	Clay St					0.110	F		140	G	2002	
Wicadow Lanc		100	·	To:		Sycan	nore Rd				0.110	'		140	J	2002
				From:			rdale Rd		1							
Old Sedley Rd		930	G			Trunc	rane ra				0.107	F	0.635	980	G	2002
				To:		Myr	tle Dr									
				From:		Dea	d End									
Park Circle		70	G								0.188	F		70	G	2002
				To:		Cl	ay St									
				From:		Roosev	elt Street									
Redwood Ave		110	G		Roosevelt Street					0.136	F		110	G	2002	
				To:	Wilson Street											
D.1: 11 1D1		0.40	_	From:	Cypress Ave					0.445	_		050	_	0000	
Robin Hood Rd		240	G	To:							0.145	F		250	G	2002
				From:	Pine Ave											
Robin Hood Rd.		60	G		Pine Ave						0.155	F		60	G	2002
room rioou ra.			3	To:	WCL Franklin						0.100	'		50	5	2002
				From:	WCE I Idlikili											
Walnut St.		700	G	<u> </u>	Elm Street						0.101	F		730	G	2002
					South St											